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SAM0911 Scale Aviation Modeller International - September 2011 Vol 17 Issue 9
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No.1 MARKET LEADER MODEL MAGAZINE

Scale AVIATION Modeller International

IPMS USA
Monthly Update

CLASSIC Plastic
Monthly Magazine Section
SBC-3 Helldiver and 1/32 Lysander

Das Warzenscwein

Panzer Cracker in Profile

FREE INSIDE!
AIRFIX
Part 2 of our revised and updated 'How To' Guide

SHOW REPORT
Omaha by the Sea

IN THIS ISSUE

A Bird in the Bush
de Havilland's classic Beaver

Rescue Hawk
Skunk's Chopper in 1/48

Hercules-Engined Lancaster
A Mk II conversion in 1/72

Shorts Tucano
All-new resin kit in 1/48

PLUS

Tex Hill's Tomahawk
Flying Tigers P-40 with the AVG in Burma

The way to the STARS
Minicraft's E-8C JSTARS in 1/144

Maid of Metal
1/32 Thunderjet Quick Build

- New Spitfires in 1/72 and 1/32 reviewed

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OFFICIAL THE WORLD'S No 1 SELLING MODELLING MAGAZINE

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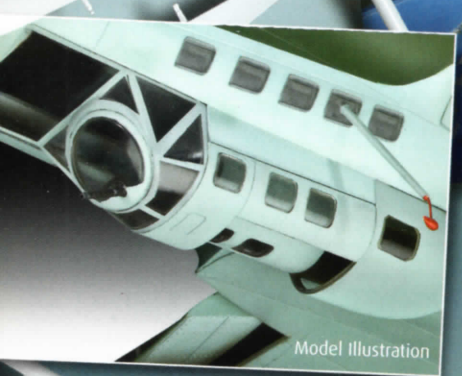
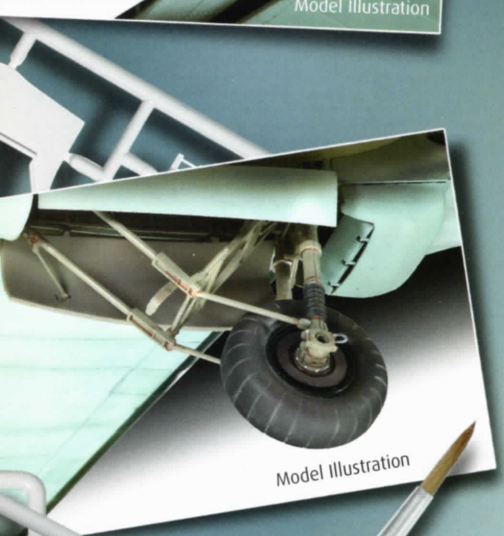
BRAND NEW TOOLING!

Backbone of the Luftwaffe





1:32 Heinkel He 111 P

04696

With over 6,200 aircraft built, the Heinkel He111 was one of the most prolific German bombers of World War II. And, despite its inferiority to Allied bombers, continued to be manufactured until the autumn of 1944.

The He111's airframe was based around an existing Lufthansa airliner design, but the urgent need for a medium bomber meant the conversion process created an aircraft of relatively low speed and with a very limited defence capability. This and its poor manoeuvrability lead to heavy losses during the Battle of Britain and as a result it was used later in the war for night missions, transportation and towing sorties.

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- Detailed cockpit and interior
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Our own Correspondents

The pressing need to send Yours Truly to Omaha this month for the US Nationals has resulted in some interesting variations on our usual production schedule. The show coincides nicely this year with the last frenetic week of layout and design, so the Editor's busy schedule of mass-producing tiny Hornets has been rudely interrupted by a requirement to have two complete magazines edited and submitted to the art droids almost two weeks early. On top of this, the school holidays have started, and all of a sudden there is no time left at all.

Fortunately the *SAMI* team have rallied in style, and while a fair chunk of this issue will have been tweaked and prodded over the Internet from a hotel in La Vista, it is largely thanks to their efforts that I will have had any sleep at all between now and print day. Writers, correspondents and researchers have excelled, as of course have the chaps in the studio, who will have gone about their business with customary efficiency, regardless of the panicky emails from abroad. Nice work all round.

It would be nice to have written this editorial 'live from the Nationals' as it were, but there are far too many boxes to tick. I'll be aiming to include a brief report, time and somewhat erratic photographic skills allowing, but the chief focus of this issue is, as ever, the hobby at large, and the *SAMI* team's various adventures therein.

So, special thanks this month to Paul Bradley, Geoff Cooper-Smith, John Fox, David Francis, Steve Palmer, Colin Pickett, Alec Smith, Jack Trent, and to all the others here, and over at Model Aircraft, for ensuring the Editor has time to enjoy the show in the knowledge that the only thing going pear-shaped in his absence will be himself, as he enjoys his annual over-indulgence in the restaurants and diners of Nebraska.

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Gary Hatcher
Editor, Scale Aviation Modeller

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Cover Illustration by John Fox
www.avroart.com

We live in astonishing times – as witness the fact that this month armour modellers are greeted with no less than two brand new kits of the Neubau-Fahrzeug, an unsuccessful late 1930s prototype of which five were built. This embarrassment of riches seems to suggest that as far as military modelling is concerned there are so few types left to kit they have to fight over the remainder and compete for our custom.

This, of course, is also true of aircraft modelling, although less so, as we have a legacy of older kits from the 1960s that has left us with some high profile aircraft types in need of updating, and it seems that this process is under way at last. This month certainly there are some long overdue additions. Italeri's Hurricane springs to mind, and while this is a very welcome release, it does seem that the industry is recognising that if it wants newer, younger blood to enter the hobby, it needs to allow for the possibility that WW2 no longer holds the appeal it did for those growing up with it in a recent and still vivid past.

Thus we have Dragon making Meteors and Sea Vixens, HobbyBoss making Panthers and Thunderjets, and maybe soon we will get that new-tool Javelin we have been missing for so many years?

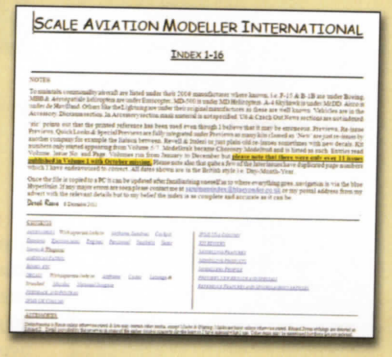
SAMI

SUBSCRIBERS' MONTHLY PRIZE DRAW

August 2011

Mr McAllen, UK – Kit
Mr Griffiths, UK – Kit
Mr Smith, Canada – Kit

Entry to the monthly prize draw is FREE to all subscribers



Indexes

Due to ongoing adverse health concerns I will be giving up my indexes for both SAMI & MAM from the end of the current volumes. If anybody is genuinely interested in taking over from then or even immediately please contact me at samimamindex@blueyonder.co.uk. I am not looking to sell the rights but just pass them on.

It is not difficult to update each month but does require the time and dedication. Unfortunately, if there aren't any takers by the December issue the indexes will pass into oblivion.

Derek Reeve

SAMI

Tanmodel

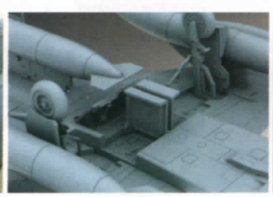
'Global brand emerges in the scale modelling sector...'

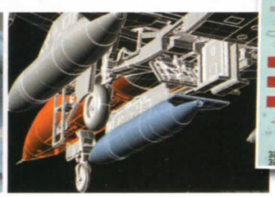
This is the opening salvo from a new company, Tanmodel, who are in the process of launching themselves on the back of a newly-tooled 1/48 Northrop F-5A. The gist of their announcement is certainly not lacking in confidence:

'Tanmodel, together with the best engineering and design team in Turkey, is proud to share with you the excitement and pride in presenting our Northrop F-5A kit in 1/48, which is the most detailed model kit that is made in the world in general, and which is in compliance with its scale and has perfect part compatibility. Besides seventy five carefully designed parts, our decal sheet will offer four options covering three different countries' air forces, and is printed by Cartograf, and features a variety of stencil marks so far not offered in any F-5A kit.'

We await developments with interest.

SAMI





ITALERI

Is it? No... it isn't... yes... no... yes... Yes! It is! Italeri's forthcoming Hurricane Mk I (#2705) is a new tooling, for which the Lord be thanked, and please allow that it may one day have a hook...

Well, it's got an engine, and some nice-looking sidewall and cockpit framing details, and as for the colour options – couldn't be better! That 69 Squadron option from Malta looks splendid, and is sure to be one of the most built-up models of the year once the kit arrives – which it is due to do soon!

The kit will include one of Italeri's reference manuals, with colour walkaround shots, an etched fret, and no less than six colour options – one of which, the 69 Squadron aircraft – only requires the addition to the sheet of two serial numbers. This is something more manufacturers might take note of.

For the addition of two tiny decals, another kit is potentially sold. 1/144 modellers in particular, starved of aftermarket decals for many types they would otherwise build by the ramload, would appreciate the odd scrap along these lines...

SAMI

AT A GLANCE

NEW IN SEPTEMBER

An impressive array of new kits in from the Czech Republic this month – many of which our own David Francis lugged back from the Brno show to Preview in the August issue. Elsewhere, some of our mainstream manufacturers' output has picked up – notably Academy – while the really big release this month is, of course, Revell's enormous Heinkel

A Model	#03172	1/72 Tupolev Tu-116
A Model	#14445	1/144 Ilyushin IL-12 Czech version
A Model	#72176	1/72 YAK-25RV/RVV
A Model	#72221	1/72 E-7PD
AB Models	#72046	1/72 Zlin Z-V 1934

Academy	#12235	1/48 Tomahawk IIb 'Ace of African Front'
Academy	#12425	1/72 F-16C Air National Guard
Academy	#1603	1/72 Boeing 377 Stratocruiser 'The Flying Hotel' Pan Am
Academy	#1606	1/72 Boeing KC-97L jet boosted tanker

AFV Club	#35S62	1/35 ROC OH-58D Helicopter
AFV Club	#48106	1/48 F-5F Tiger II
AFV Club	#48S06	1/48 F-5E Austria/Swiss Air Force
AFV Club	#48S07	1/48 F-5E Shark Nose Taiwan
Airfix	#14002A	1/24 Hawker Hurricane Mk I
Art Model	#7207	1/72 Mikoyan Gurevich MiG-9 (I-210 M-82A)

AZ Model	#4813	1/48 Vultee Vengeance Mk I In RAAF service
AZ Model	#4848	1/48 Vultee Vengeance. Decals USAF
AZ Model	#4849	1/48 Vultee Vengeance. Decals RAF
AZ Model	#7346	1/72 Dassault Super Mystere B.2 French AF
AZ Model	#7347	1/72 Dassault Super Mystere B.2 Tiger meet
AZ Model	#7350	1/72 Dassault Mystere B.2 IAF
AZ Model	#7351	1/72 Dassault Mystere B.2 IAF
AZ Model	#7352	1/72 LET L-200A/D Morava Military service
AZ Model	#7353	1/72 Supermarine Spitfire F Mk 22 Special
AZ Model	#CZ29	1/72 Let L-200 A Morava
AZ Model	#CZ30	1/72 Let L-200D Morava
AZ Model	#CZ42	1/72 Zlin Z-281/C-6

Azur	#8672	1/72 Cams 37E
Azur	#9772	1/72 Hispano-Nieuport NiD-52
Decarli Model	#7203	1/72 Zenair CH-601 'a la Army'
Dragon	#5003	1/72 Arado Ar 234B-2/B-2b Blitz
Dragon	#5503	1/48 Focke Wulf Fw 190D-9

MINICRAFT

Three new boxings from Minicraft are now out, including a very interesting post-war take on the B-25, which has a certain Editor of this parish raising his eyebrows in interest. There is also a new Boeing 707 boxing, in TWA livery, so if you like Benchmarks this issue, there's some food for thought.

New additions to the catalogue this month:

#14651 1/144 TWA 707-321

The first flight of the innovative 707 was in July 1954 and after extensive flight tests, the aircraft was certified as air-worthy the following year. The 707 evolved from the first design to a longer, heavier aircraft with longer range and higher performance. TWA first flew the 707-331 in 1959. These were among the first of the 707 'inter-continental' aircraft with extended fuselage for greater passenger capacity and re-designed wings for longer range and better fuel efficiently. TWA operated the 707 until 1979.

This latest boxing features new TWA markings, JT-4 engines and the early 707-320 'intercontinental' wing.

#14653 1/144 USAF B-25J

The B-25 served well into the 1950s providing fast and effective multipurpose transport service for cargo and VIPs, also known as 'hack' service. This kit contains markings for the following:

USAF Military Air Transport Service (MATS), Sept, 1955 USAF TB-25J, 1950s

#11660 1/48 XF5F Skyrocket

The XF 5F was designed for the United States Navy and was destined to be the first twin-engine fighter to operate from the deck of an aircraft carrier, but the design fell short of expectations and was cancelled in 1942. Many of the lessons learned were used to develop the F-7F Tigercat that served the Navy after WWII.

It has been over 10 years since the Minicraft XF 5F was last available. This new release covers the early armed XF 5F, and unarmed XF 5F prototype and late unarmed prototype. Markings included are:

- *US Navy, early XF5F-1 Skyrocket, Spring, 1940*
- *US Navy, late XF5F-1 Skyrocket, December, 1944*

Definitely one for the yellow wings fans!

SAMI

Fine Molds

Two new kits due from this source cover the Ohka manned suicide-missile in 1/48 – one being a trainer, and the other an operational machine, this latter being equipped with a skid for landing. Also due will be a separately available etched update set for the kits.

The irony of a trainer version of a suicide aircraft is lost on no one...

1/48

- *#FB15 Yokosuka MXY-7 Ohka (Cherry Blossom) Model 11 - Kamikaze Attack Missile*
- *#FB16 Ohka (Cherry Blossom) Training Glider K1 - Kamikaze Attack Missile Weapon*
- *#AC91Upgrade Photo-Etched Parts Set for MXY-7 Ohka*

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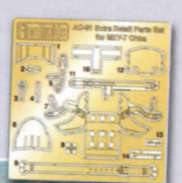

AT A GLANCE

NEW IN SEPTEMBER

Eduard	#1157	1/48 MiG-29A
Eduard Weekend	#84125	1/48 MiG-21MF
Freightdog	#72002	1/72 Supermaine Spitfire Mk XIVe/XVIIIe - Palestine and Far East Service

Italeri	#1142	1/72 Convair B-58 Hustler
Italeri	#1304	1/72 Boeing B-17 Flying Fortress Mk 1
Italeri	#1309	1/72 North American B-25G Mitchell
Italeri	#2699	1/48 Grumman S-2F Tracker
Italeri	#2701	1/48 Henschel Hs 126A-1/B-1
Mach 2	#02	1/48 Bloch 174

Planet Models	#24672	1/72 Dassault Mirage G8-01
R.V.Aircraft	#72002	1/72 Mikoyan MiG-23ML
R.V.Aircraft	#72007	1/72 Mikoyan MiG-23P
R.V.Aircraft	#72010	1/72 Mikoyan MiG-23MS
Revell	#03993	1/72 DH Vampire Mk 5 Aircraft kits
Revell	#04696	1/32 Heinkel He 111P

RS Models	#92106	1/72 Reggiane Re.2005 What if markings
RS Models	#92089	1/72 Reggiane Re.2005
Sharkit	#7262	1/72 Canadair CL-84 Dynavert
Sharkit	#7263	1/72 Edgley Optica
Sharkit	#7300	1/72 Dassault Aviation Balzac V001

Special Hobby	#32040	1/32 Ki-27 Otsu Nate over Malaya and Philippines
Special Hobby	#48111	1/48 Breda Ba.65A-80 two seater
Special Hobby	#48117	1/48 CAC-13 Boomerang
Special Hobby	#48118	1/48 Fokker D.V

Sword	#72043	1/72 Supermarine Spitfire PR Mk IV
Sword	#72044	1/72 Supermarine Spitfire PR Mk IV Trop
Trumpeter	#02290	1/32 Messerschmitt Bf 109E-4 Tropical version
Valom	#72068	1/72 MD 450 Ouragan 'Toofani' in Salvador and India
Zvezda	#6139	1/200 Junkers Ju 52

KINETIC

News in from LuckyModel is that the Kinetic C-2A Greyhound will be available in September 2011, as kit #48025. With optional wingfold and fully detailed interior, this tooling will follow on from their other successful US Navy kits – Hawkeye, Tracker and Prowler – and can only lead to speculation as to what they will do next.

In the meantime, if they want to have Wolfpack knock out a C-2A conversion in 1/144 for the Revell E-2C kit, then that would be lovely too...

www.luckymodel.com

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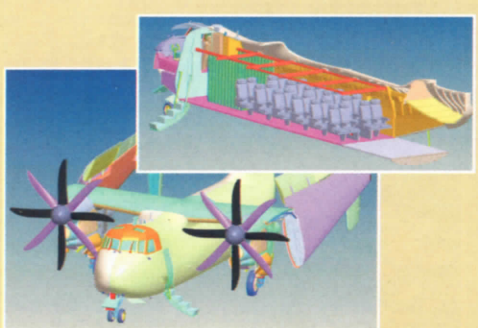

Dragon

Presumably while they cook up some more classic British jets, Dragon revert to the mainstream with this take on the Fw 190:

DRA5573 1/48 Focke-Wulf Ta 152C-1/R14

The Ta 152C variant, designed for slightly lower-altitude combat and for the ground attack role, was armed with a 30mm MK 108 cannon and four 20mm MG 151/20 weapons. Dragon's newest 1/48 scale model depicts the proposed Ta 152C-1/R14, which was to be equipped with a torpedo for attacking enemy shipping. However, Focke-Wulf assembly plants were overrun before the Ta 152C-1 began rolling off assembly lines so it never actually saw combat. This plastic kit follows the previously released Ta 152C-0, but adds the formidable-looking torpedo. The cowling for the aircraft's Daimler-Benz 12-cylinder DB 603LA has also been modified to provide correct details.

SAMI

Roden

Three new kits in three scales are due from Roden:

#061 1/72 Nieuport 27c1

#432 1/48 de Havilland DH4 w/RAF3a engine

#302 1/144 Douglas DC-7C KLM Royal Dutch Airlines

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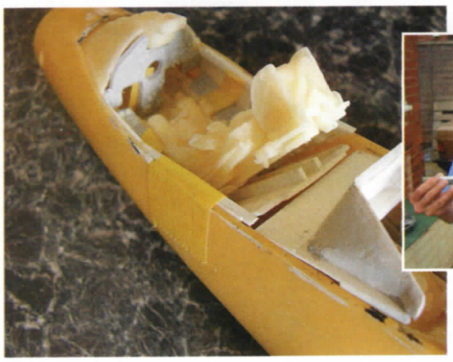

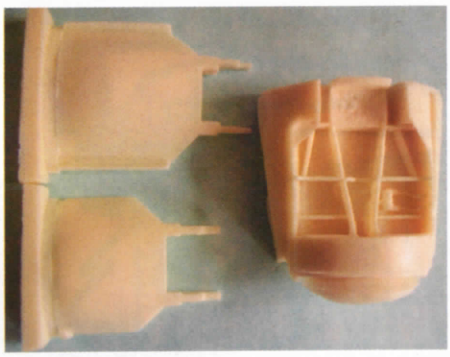

HERITAGE

Our domestic model aircraft industry should not be discounted in the overall scheme of things. With companies like Alley Cat, Whirlykits, Freightdog and Heritage producing a wide range of unique and innovative products, we may not be a global force like the Czechs, but we have some very good stuff up our sleeves. Heritage Aviation have notified us of a whole raft of new releases, including conversions, upgrades, details, and notably a 1/48 Chipmunk kit. Details are as follows:

Kits

- *1/48 de Havilland Chipmunk*
- *1/48 Luscombe Silvaire*
- *1/48 Supermarine 224*
- *1/72 de Havilland Comet Grosvenor House*

Conversions

- *1:48 Hunter T.7 conversion for Academy kit*
- *1:24Harrier T.2/4/8 conversion for Airfix kit*

Accessories

- *1/24 CBLS for Harrier*
- *1/24 Revamped Harrier Undercarriage Set*
- *1/24 Harrier Airbrake set*
- *1/48 Seafire FR.46/7 conversion*
- *1/48 Corrected nose and tail for Classic Airframes Fairey Battle*
- *1/48 Corrected spinners and blades for Classic Airframes Do.17*
- *1/72 Victor refuelling pods*
- *1/72 British cargo containers*
- *1/72 Buccaneer S.2 intakes*
- *1/72 Buccaneer S.1 intake and exhaust set*
- *1/72 Mirage tanks*

Those 1/24 Harrier parts will make for a nice kit! Check out the full range, and keep updated on new product at ***www.heritageaviation.com***

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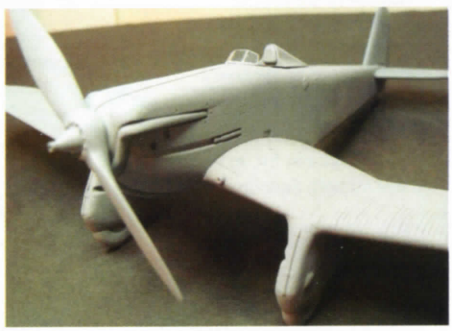
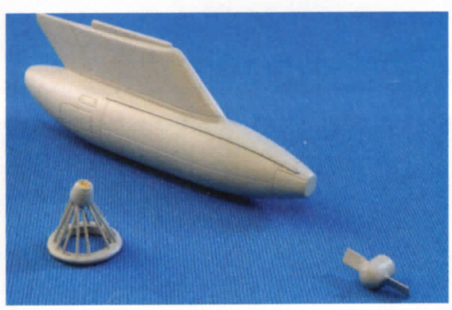




Academy

Listed as new products for the third quarter on Academy's website are the following:

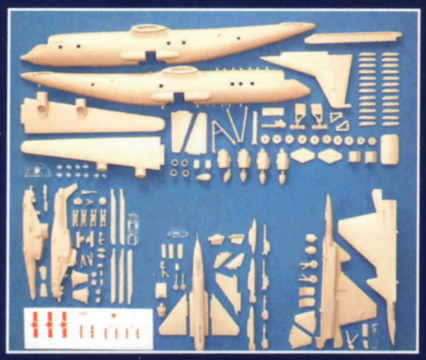
- *#12231ROK Air Force T-50 Advanced Trainer*
- *#12223 Su-30MKK Russian Air Force*
- *#12230 F-14A Tomcat 'Sundowners'*

SAMI

This Month in Model Aircraft

- **Colour & Scale**
  The Hawker Hurricane
  Kit builds and Photo Essay by Tony o'Toole
  With Colour artwork by Vincenzo Auletta
- **Airwars**
  Hitler's Pre-emptive Strike on the Soviet Air Force
  By Dr Alfred Price
- **Operation El Dorado Canyon - Breaking the 'Line of Death'**
- **Antique Rattletraps**
  The Dorand A.R.1 and A.R.2 in Service
- **Corridor Ops**
  British Spy Flights in the Berlin Air Corridors
- **Ekranoplans Part 1**
  Building the Revell A-90 Orlyonok
- **Workbench**
  New Zealand Strikemaster
- **US Patrol**
  The JSTARS in Focus
- **Kandahar Gunships**

SAMI



Anigrand

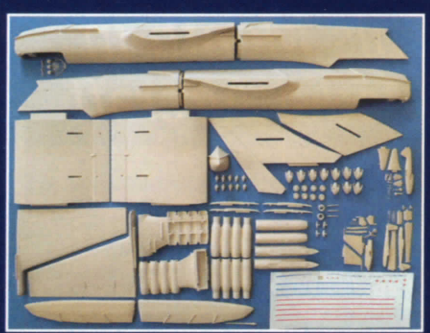
The following have been added to the list of impending Anigrand releases:

#4065 1/144 Shaanxi KJ-200 Balance Beam PLAAF AWACS testbed
Includes kits of three 1/144 PLAAF modern aircraft

#4066 1/144 Alexeyev KM Caspian Sea Monster Ekranoplan
Includes SSAKTB SL 2P, Yurjev KIT 1 and Yak 15 Feather

#4067 1/144 Kawanishi H11K-1 Flying Boat
Includes Kawasaki Ki-88, Kyushu MXY 6, Yokosuka MXY 7K2 and Tachikawa Ki-94

SAMI



Choroszy

New 1/72 resin kits from Choroszy:

#203 RWD 17
#204 RWD 17 W
#205 RWD 17 Bis
#206 Kondor D.2
#207 Kondor D.6
#208 Kondor E.3/E.3a Swiss version

SAMI

HOBBYBOSS

One item new to the HobbyBoss programme is a 1/72 F-5E (#80207), while in 1/48 the F-14B seems set to land (#80367).

#83206 1/32 Spitfire Mk Vb/ Trop
#80362 1/48 Yak-38/Yak-38M Forger A
#80364 1/48 F3H-2 Demon
#80373 1/48 Me 262A-1a/U5

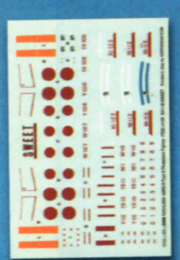
Lots to watch out for, so keep an eye on both Squadron (US) and Creative Models (UK) websites for news of new arrivals. The Demon looks fabulous, and the Spitfire has Gleed's aircraft as one of the options – always a favourite!

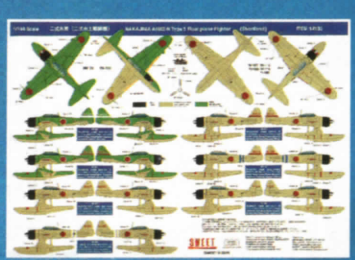
SAMI

SWEET

New from Sweet Models in 1/144 is kit #14130, the Nakajima A6M2-N Type 2 Floatplane Fighter, which comes as a double kit with the usual finely moulded parts. The kit comes with the dolly and an optional display base features water surface. Two complete aircraft are provided in a box, with seven marking options from South Pacific islands bases in1942 -1943, including Jaluit, Shortland/Poporang, New Britain/Rabaul. Retail price is US$24.00, and it looks... sweet!

SAMI





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TESTORS

Let's Build.

580 MODELLERS

Buzzing! The main hall at the Stoke show

This beautiful Fine Molds Ki-61 Hien won Class 2 at the Stoke show

Stoke the coals to NEWCASTLE

BY GEOFF COOPER-SMITH

With two shows in successive weekends there is a lot to squeeze in (in reporting terms that is) this month. Sunday 3rd July saw us as guests of the IPMS Staffordshire Moorlands Model Club and 235 (City of Stoke-on-Trent) Squadron ATC at the TA Centre in Stoke-on-Trent for their second show. As with the first show organisation was exceptional with details, including a complete floor plan, arriving by post nearly eight weeks before the event, which is unheard of! The venue is most excellent, being well lit, well laid out and having a good selection of traders. The food was good (as you would expect when HM forces are involved) and the bar even opened at lunchtime. I just cannot think of anything more I could want (and I already have a good woman)...

The following weekend saw us attend the Northern Model Show at the Temple Park Centre, South Shields. 'Black Magic' was loaded to the gunnels to convey three exhibitors, the stand and the bulk of the models needed to fill no less than six tables and cruised 'up North' in just under two hours. It seems an absolute eternity since 580 last attended this venue as the 2009 show was held early that year and we missed the 2010 show (as it clashed with that of the Meir Model Club who have subsequently lost their venue and will unfortunately not be having a show this year). But hang on, the best part of thirty months actually *is* an eternity in model show terms; no wonder we missed the friendliness, the well-lit, well laid out and spacious venue with its ample competition space and (to us anyway) somewhat exotic selection of traders. It was all too evident that there is wealth of model making talent in the area as the local clubs, of which there seem to be plenty, filled many, many tables with a most amazing and varied array of beautifully assembled, painted and bedecalled plastic.

SAM

Rob Cookson of 580 won Class 3 at Stoke with this impressive DH2

The quality of the entries in the classes for the Air Cadets at Stoke was exceptional, with Chris Cacci taking the best in show

The Luftwaffe 46 display, comprising four tables plus an impressive display cabinet full of unlikely contraptions, deservedly won 'best stand' at the Northern Model Show

580 MODELLERS

Our own Dave Eccles won Class 7 at the Northern Model Show with this exceptional Echelon Lightning F.6

This 1/32 Stuka won the junior aircraft class for a young lady at the Northern Model Show

This hand painted Weddell Williams racer took Class 3 honours at the Northern Model Show

Pontification at the Northern Model Show

This unlikely contraption, entered in the competition at the Northern Model Show, really existed and is a SAAB Lansen converted to clear snow and ice from runways in Northern Sweden

UK 2011 SHOW DIARY

Compiled by Geoff Cooper-Smith of 580 Modellers

Saturday 03rd and Sunday 04th September

Medway Modelling Club Show

Presented by the Medway Modelling Club at the Royal Engineers Museum, Gillingham, Kent ME4 4UG from 10.30am each day. Admission, which includes entry to the museum, is £7.13 adult, £4.75 concessions, £19.00 family. Refreshments and make & take. Contact nealepmach1@blueyonder.co.uk for further information.

Saturday 03rd September

Cornwall Model Show

At St. Johns Hall, Alverton Street, Penzance, TR18 2QR from 10am. Admission is £1.50 adult, £1.00 child. Competition. Contact Arthur Johnson on ipmswestcornwall@hotmail.co.uk for further details.

Sunday 04th September

Annual Scale Model Show & Competition

Presented by the Aero Space & Vehicle Club at the Community Centre, Church Road, Wombourne, WV5 9EZ from 10.00am. Admission is £2.00 adult, £1.50 concession, £6.50 family. Competition, junior make & take, free parking. Contact Mrs K. Robinson on 01543 276025 for further details.

Saturday 17th September

Modelfest

Presented by IPMS Farnborough at Kings International College, Watchetts Drive, Camberley, Surrey, GU15 2PQ from 10.00am. Admission is £3.00 adult, £1.50 concessions. Refreshments. Contact Pete Readman on preadman@btconnect.com for further details.

Sunday 18th September

Model Spectacular 2011

The Sutton Coldfield Model Makers Society celebrate their 35th Anniversary at Sutton Coldfield Town Hall, B73 6AB from 10am. Admission is £3.50 adult, £2.50 concessions. Junior and senior competition. Contact Mark Knight on 07865 094582 or see http://suttonmodellers.fotopic.net for further details.

Sunday 25th September

The Brampton Show

Presented by the Brampton Scale Model Club and IPMS Brampton at Burgess Hall, St Ives, Cambs PE27 6WU from 10am. Admission is £1.00 adult, 50p concessions. Contact Alec Smith on 01480 896949 or e-mail bramptonshow@hotmail.com for further details.

Saturday 01st October

IPMS Abingdon Show

At Larkmead School, Faringdon Road, Abingdon OX14 1BB from 10.00am. Admission is £3.00 adult, £2.00 child and concessions. Competition with best of show and best club display. Contact Alan on 07766 691207 or Simon on 07769 345271 for further details.

Sunday 16th October

Expo 2011

Presented by Lincoln Model Club, IPMS Lincoln, Newark Model Club, IPMS Newark and the Spitfire and RAF Germany SIGs in the Grandstand, Southwell Racecourse, Rolleston, Notts, NG25 0TS. Free admission, free parking, superb on-site catering including licensed bar, competition, raffle. Contact Ian Crawford on 01522 804661 or see www.lincolnmodelclub.co.uk/expo.htm for further details

Saturday 22nd October

Glasgow Modelfest

Presented by IPMS Glasgow at the Kelvin Sports Hall Arena, Argyle Street, Glasgow G3 8AW from 10am to 4 pm. Admission is £4.00 adult, £2.00 children and concessions. Open competition (42 classes!) and cafeteria.

Saturday 22nd October

Fleet Air Arm Museum Autumn Model Show

RNAS Yeovilton, Somerset BA22 8HT from 10am. Admission (which includes entry to the museum) is £12 adult, £8.50 child, £10.00 concessions, £36.00 family. Although mainly plastic models there will, weather permitting, be a flying display by the British Model Flying Association. Contact: 01935 840565 or www.fleetairarm.com for further details.

Saturday November 12th & Sunday November 13th

Scale ModelWorld

The big one and we all know where it is! There is now a dedicated website at http://www.smwshow.com.

CZECH Out

In association with CMK

Our monthly round up of News from the Czech Republic

By Colin 'Flying' Pickett

AZ Model

AZ kick off the month with the release of a 1/72 Caproni AP-1 (#7245), a prop-driven attack aircraft, which whilst attractive in an interwar style does not reflect the usual Italian flair, perhaps due to the designer being Cesare Pallavicino of Breda fame.

AZ's next subject had me reaching for a copy of Jane's as the Soko J-22 *Orao* (Eagle) falls well outside my sphere of expertise.

The aircraft is the result of a joint 1970s Yugoslav-Romanian requirement for a close support ground-attack and reconnaissance aircraft, very similar to the French and British SEPECAT Jaguar of the era. AZ will be producing this aircraft in the single seat SOKO J-22 *Orao* (#7355) attack, and two-seat Soko NJ-22 *Orao* (#7356) reconnaissance versions.

Though not the first to kit the Piper J-3 Cub in 1/72 (#7349), AZ's only competition is the aging KP kit, and a state-of-the-art kit has been wanting for a number of years so this subject is likely to draw many modellers to the AZ stable, especially considering the long and continuing service of the diminutive spotter.

One kit I can't wait to get my hands on is the proposed Cessna C-150 in 1/72 (#7348) an aircraft which I, along with many others, had the first flight of my PPL in. It's a wonder that it's taken so long for someone to offer an injection

moulded 1/72 kit of this popular 'plane and I just hope that AZ have the capacity to cope with the expected demand…now who's for lobbying for a C-172 and PA-28? I think that the civil market has been underestimated for a number of years now and just hope this helps draw attention to the potential.

Finally, late news in from AZ is the announcement for future release in 1/72 of a DH 82 Tiger Moth (#7368), and two kits of the Mitsubishi Ki-30 Ann, an initial boxing (#7359) and in 'Special Markings' (#7360).

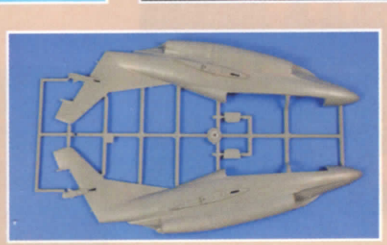
SAMI

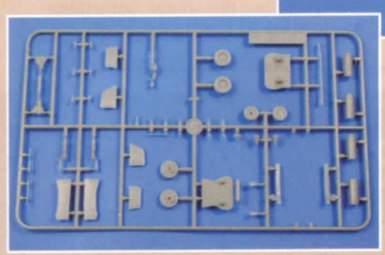
Decarli

The latest offering from Decarli is a follow-on from their well-received Evektor EV 97, in the shape of a 1/72 Zenair CH-601 (#7203) with a very attractive grey and orange Tiger scheme. This kit is being released as a limited edition.

SAMI

MPM





Azur's latest 1/72 release is the PZL.24F/G in a 'Greek Defender' boxing (#A076). The PZL.24 was one of the great Polish export successes, as just prior to the start of the second World War the manufacturer succeeded in selling the all metal, high wing monoplane, known as the *Pulawski* or 'Gull Wing', to several air forces. When compared to the Polish Air Force PZL.11 the PZL.24 boasted a much higher performance and better armament. The F version carried two cannon and two machine guns whilst the G carried four. Along with the Bloch MB.151, the PZL.24 was considered the very best that the Greek Royal Hellenic Air Force (RHAF) could bring to bear against their attackers.

The Azur kit is made up of two sprues of grey plastic parts, and an injected canopy, as well as resin and etched parts to cover the more detailed components. Decals are included for four different aircraft of the Royal Hellenic Air Force.

The second release from Azur this month is also in 1/72 with the arrival of the CAMS 37 Lia single-engined flying boat. Only thirty-six Lia versions of the CAMS 37 were produced, with the first flight taking place in 1926. The kit comes with three sprues of plastic joined by an injected canopy as well as a number of resin parts. Decals included contain markings for two French machines, one with a large heraldic badge on the nose, the other a tricolour, making a fine Gallic addition to any collection of seafaring aviation.

Three times a 1/72 lady for Azur, with the addition of the very able Potez 63-11 in 'Axis Service' (#A096) reflecting the use of captured examples of this aircraft as both a training and a reconnaissance aircraft by Axis air services. Decal options included in the kit are for Luftwaffe, Italian and a particularly unusual Hungarian machine. The kit comprises two sprues of plastic parts, and a vacform canopy as well as the resin and etch detail parts.

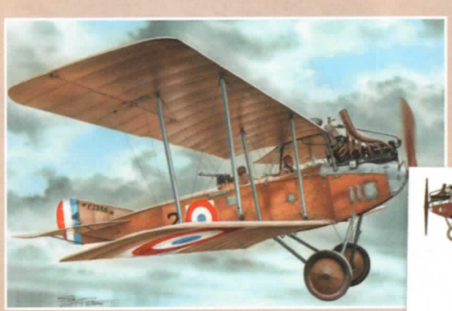
The Hellenic theme continues as Special Hobby bring us the 1/48 T-2 Buckeye (#48119). Okay, so the link is a little tenuous as this kit only covers the 'Red and White' US Navy and Marines versions of this hardy trainer, however with a little hunting and research a Hellenic version could be build. Regular readers should be having a slight case of *déjà vu* as this is a licence-produced version of the superlative Twobobs kit. Three sets of markings are included, with your child-like scribe being drawn to the combination of bright colours and shark mouth markings of one.

With six sprues of very finely engraved plastic and a whole host of resin and etch parts, coupled with an injected canopy, how could you refuse this beauty?

Great War subjects have been a little thin on the ground in recent months, however Special Hobby look to redress the balance a little with the re-release of the 1/48 Albatross C.III (#48113) depicting captured and foreign service, with decals for French, Turkish and Russian aircraft being included. The kit includes a choice of exhaust to reflect the different aircraft, along with the usual grey plastic, etch and resin to enable a very interesting version of this notable aircraft to be made.

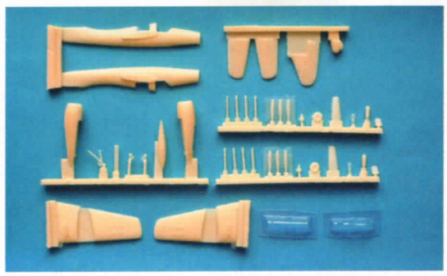
Future 1/72 subjects to look out for from the MPM group include the Koohoven FK-58C.1 with H&S Engine (#A095), Koolhoven FK-58C.1 with G&R Engine, The classic yellow winged FB2C-1 US Navy Fighter-Bomber biplane (#72222) and the Model 68 Hawk III in 'First Chinese Ace' boxing.

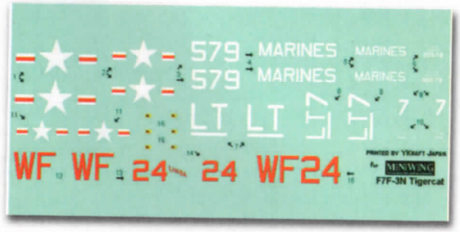
SAMI



Miniwing

Those 1/144 scale resin specialists, Miniwing, continue to roll out a surprising number of products, the latest being the twin-engined Grumman F7F-3N Tigercat (#042). The fighter/attack aircraft is made up of a massive forty-one resin parts (remember this is 1/144) with a clear vacform canopy, as well as decals for two versions. Later in the year we can expect a





SAAB J-32 Lansen from this source, something that your scribe believes to be a first in this scale.

SAMI

RS Models

RS models continue their range of more unusual projects with a 1/72 XFL-1 Airabonita in a 'What if' edition (#92100). The XFL-1 experimental shipboard fighter was developed in parallel with the XP-39 Airacobra, and was flown for the first time on 13 May 1940. Powered by an 1,150hp Allison XV-1710-6 12-cylinder liquid-cooled engine, it differed from its land-based counterpart

primarily in having a tailwheel undercarriage and underwing radiators. The airframe was re-stressed for shipboard operation, and proposed armament comprised a single 12.7mm machine gun or a 37mm cannon firing through the propeller hub and a pair of fuselage-mounted 7.62mm guns, although, in the event, no armament was installed. The XFL-1 failed its carrier qualification trials and further development was abandoned at the beginning of 1942. This kit represents what may have resulted had carrier trials continued with the right modifications, and makes for an unusual and attractive model make no mistake about it.

SAMI

RV Models

Just a quick note in from RV at the last minute to announce a forthcoming MiG-23B, along with a boxart and decal sheet. Thanks Radek!

SAMI

Eduard

On the very brink of release is the 1/72 Grumman Hellcat F6F-3 Profipack, so keep an eye open of this kit, which if it is anything like its 1/48 predecessor will be a must-have. It's worth noting that this will also be followed by a Weekend version and the F6F-5 in Profipack form too.

A reminder of the impending and final release of the 1/48 Hawker Tempest Mk V kit, very much the only game in town even if, by Eduard's own admittance, it is a little along in the tooth. A Weekend kit of the excellent Fw 190F-8 is also promised, and Great War modellers haven't been forgotten as a Profipack kit of the 1/48 Spad XIII in early guise is also due soon.

SAMI

RVHP

Not the most attractive aircraft I've ever clamped eyes on, but the twin prop' Grumman AF-2S/W-3S Guardian (#72267) does have a certain businesslike quality about it, and being the subject of RVHP's latest 1/72 offering will make for an unusual addition to any collection. The resin kit should be available in the very near future.

SAMI

Fly

First up from Fly this month is the release of their 1/72 Caproni Ca.101 three-engined light bomber and transport aircraft, with the kit representing aircraft versions with nine-cylinder engines. Decals are included for 15th *Squadriglia* 'Qula Sun Leo' in magnificent royal blue and cream markings whilst a maroon and cream aircraft from the same unit is also depicted. Finally, decals for a version operated by 14th *Squadriglia* 'La Desperata' are also included in the box, making for a very attractive kit of this interwar years aircraft.

The 1/72 release that is bound to create a ripple of excitement is that of the Armstrong Whitworth Whitley medium bomber, which will be initially available as a Mk V. Decals included offer N1428 GE-B of 58 Squadron, Linton-on-Ouse, in June 1940, P5004 KN-U of 77 Squadron, at RAF Cranwell in late 1940, T4131 EY-W of 78 Squadron, during 1941, and T4281 DY-S of 102 Squadron in June 1941.

Not content with one version of this aircraft it's also coupled with a Whitley GR Mk VII, with the associated radio arrays to enable the costal command versions of this aircraft to be built. This kit includes decals for YG-R of 502 Squadron whilst based at RAF Aldergrove during 1942, WL-G and WL-J of 512 Squadron Costal Command during 1942, and finally UW-L of 512 Squadron during 1942 whilst still retaining its Bomber Command colours.

It's great that a modern kit of this often forgotten aircraft is now available as up until now we've had to rely on finding increasingly rare and expensive models from Frog/Novo.

SAMI

Milan Pech

It was with great sadness that we heard of the passing of Milan Pech after a short illness. Milan is probably better known to many of you as MPD, the Czech producer of high quality silk screen printed decals. Milan was also behind the full sized MiG-23 'Hell Fighter' design which can still be seen at Kbely, just outside Prague, surely one of the most memorable schemes to adorn a MiG-23, although he also undertook to produce a number of other designs on Czech aircraft in the post-Soviet era.

Having met Milan on a number of occasions I found him to be a true gentleman, with a great sense of humour as well as a fine macro photographer - his photographs of insects being second to none.

I'm sure that you will join me in passing our condolences to his family and friends, as well as wishing Milan blue skies and Godspeed – *Nashledanou nas dobry priteli*.

SAMI

AB Model

New from AB Model is the 1934 Zlin Z-V, a typical open-cockpit glider of the period, with this resin 1/72 kit representing an aircraft type that is very much in the linen and strip wood mould (#72046)

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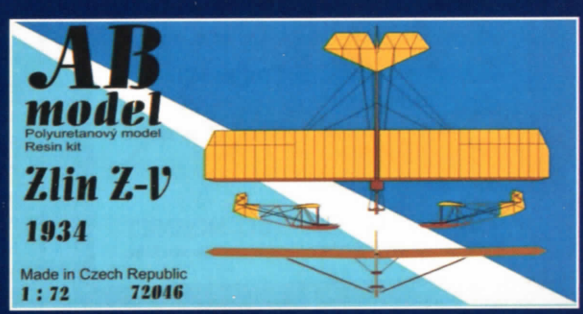


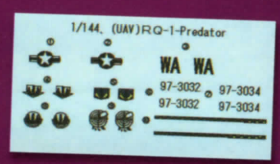
MiG-19P

TECHNICAL DATA	
Scale: 1/144	Kit No: 14416
Price: £8.99 US$13.50	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 36, Clear 1, Resin 1	
Manufacturer: Attack Models	UK Importer: Hannants
US Importer: Roll Models	

RQ-1 Predator

Last month we were pleased to see the Reaper and Global Hawk kits. This month HLJ have passed on the Predator, which is every bit as neat as its companions. Of note is that the wings and fuselage are moulded as one piece, so assembly is greatly simplified. Parts will need cleaning up, but this looks like a good result can be achieved by any modeller wanting this important addition to a 1/144 collection

SAMI



RQ-1 Predator

TECHNICAL DATA	
Scale: 1/144	Kit No: 002
Price: ¥2,190	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Resin	Parts: Resin 13
Manufacturer: Matuo Kasten	
Available from HobbyLink Japan www.hlj.com	

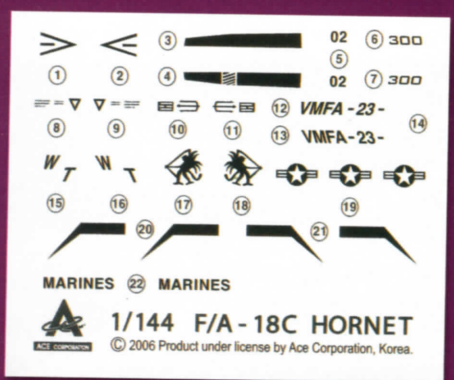
F/A-18C Hornet

A nice, no frills, Lo-Viz VMFA-232 option makes this a very attractive prospect for those wearying of CAG aircraft and special schemes.

SAMI

F/A-18C Hornet

TECHNICAL DATA	
Scale: 1/144	Kit No: 1020
Price: ¥640	Decal Options: 1
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	Parts: Plastic 48, Clear 2
Manufacturer: Ace Corporation	
Available from HobbyLink Japan www.hlj.com	



Chase the Ace

Ace Boxings from HobbyLink Japan

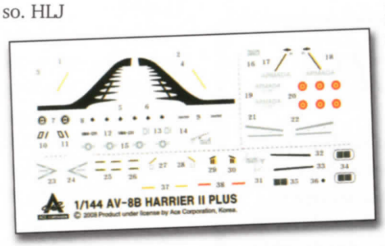
More options in 1/144

By Gary Hatcher

One of the major criticisms levelled at 1/144 is the lack of aftermarket accessories and – particularly – decals. Mainstream kits from the likes of Revell have overtaken 1/72 in terms of detail and quality in some cases, and the possibilities offered by kits like the F-14, Hunter, Tornado and others is immense. These three subjects are covered by the aftermarket to some extent, but new options are always welcome.

Enter Ace. Ace kits are, effectively, Revell's kits in different boxes – although in some cases the Ace boxing seems to have appeared first. The crucial point to them, though, is that they feature a different decal sheet, allowing alternative options to the Revell release, which in the case of some kits makes a world of difference, as there is little choice once those on the kit sheet have been built.

If you like to line 'em up, Ace kits offer a very welcome opportunity to do so. HLJ carry the range, which does not currently have a UK distributor.



AV-8B

This is the desirable boxing offered by Revell with the detailed cockpit – as opposed to the Dragon reissue they also made. Decals are for VMA-231 and a Spanish Navy Matador, and the kit wants only a set of Retrowings' resin intakes with dropped auxiliary vents to make it a small, but perfectly formed, addition to your collection.

The current yen price is around a fiver. You know it makes sense.

SAMI

AV-8B Harrier II Plus

TECHNICAL DATA	
Scale: 1/144	Kit No: 1038
Price: ¥640	Decal Options: 2
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	Parts: Plastic 51, Clear 1
Manufacturer: Ace Corporation	
Available from HobbyLink Japan www.hlj.com	

MiG-19PM

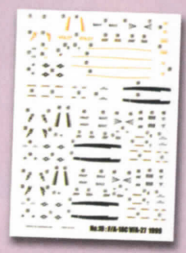
TECHNICAL DATA	
Scale: 1/144	Kit No: 14413
Price: £8.99 US$13.50	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 36, Clear 1, Resin 1	
Manufacturer: Attack Models	UK Importer: Hannants
US Importer: Roll Models	

MiG-19PM

Latest in the growing Attack range of Soviet era jets is the MiG-19. This is a nice looking kit, with good detail in the wheel wells, and a one-piece resin cockpit insert.

SAMI

F/A-18C Hornet VFA-27 Royal Maces 1999



This is a limited reissue of the Arii F/A-18 in a three-kit set with decals to mark them as CAG bird NF200, CO's aircraft NF201, and line jet NF204. The kits are older toolings, and while quite buildable, are not nearly as detailed as the more recent Ace/Revell tooling, although the gear doors are thinner, and each kit comes with three drop tanks, as well as missile armament.

It is, of course, the decal sheet we are really interested in here. Printed by Cartograph it is to the highest standard, and the three aircraft covered will make an attractive line-up.

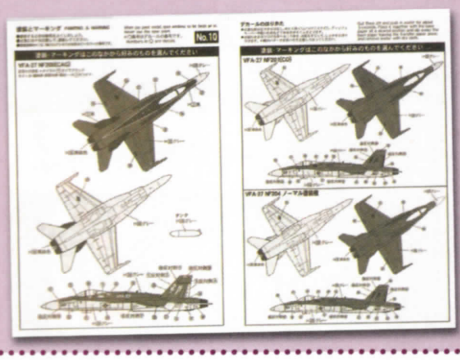
The yen price equates to around £10, for an aftermarket quality sheet and three kits – or a wide selection of useful spares if you simply opt to use the decals on the more modern kits. Given the sparse choices currently available, that's not a bad option – but it's a limited edition so get in there quick.

Also, bear in mind this is No.10 in a series, so keep an eye on HLJ's site for further special releases in a similar vein. There are F-14, F-16 and F-15 options available, and we can only hope more will follow

SAMI

F/A-18C Hornet VFA-27 Royal Maces 1999

TECHNICAL DATA	
Scale: 1/144	Kit No: 62160
Price: ¥1,280	Decal Options: 3
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	Parts: Plastic 42, Clear 1 (x3)
Manufacturer: Arii	
Available from HobbyLink Japan www.hlj.com	

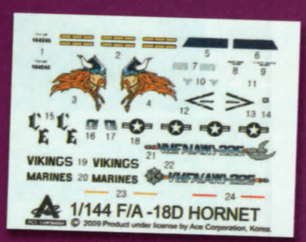


F/A-18D Hornet

The F/A-18C and D kits offer basically the same set of parts, with a tandem cockpit in both, but different parts for the canopy and spine immediately aft to produce single- or twin-seat aircraft. Both kits offer HARM, Maverick and AIM-9s, but plenty of weapons options are now available in this scale – not least from Dragon's kits, which inevitably carry enough hardware to arm several aircraft.

This kit offers an option for a Lo-Viz VMFA-225 D with a large coloured Viking head on the tail.

SAMI

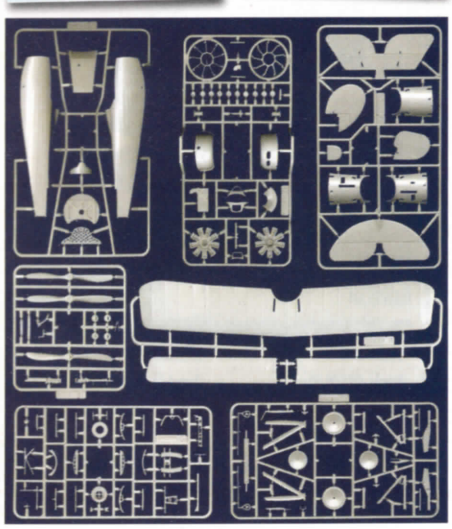


F/A-18D Hornet

TECHNICAL DATA	
Scale: 1/144	Kit No: 1022
Price: ¥640	Decal Options: 1
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	Parts: Plastic 48, Clear 2
Manufacturer: Ace Corporation	
Available from HobbyLink Japan www.hlj.com	

Nieuport 24 bis

Following on from the 1/72 Nieuport 24s Roden have released a brand new tooling in 1/32. The kit comes on seven sprues of grey plastic. Moulded detail is good – some cleaning will be needed as there is some flash but nothing that is beyond the most modest of modelling skills. The seat may cause some to scratch heads as the back is moulded flat with the lightening holes and needs to be folded around the seat base. I have not tried it yet but I am sure that curving it around a dowel will work... if not, doubtless Part or Eduard will step forward with an etch brass version. The Le Rhone engine looks good too, and I look forward, as always, to assembling and painting it.



Parts are included in the box marked not for use for the similar Nieuport 24 so we can look forward to the release of this in the future. The breakdown of parts looks very sensible and Roden give some options for the construction of the firewall, with one more detailed than the other, while the way the centre section struts are fitted should make for an easy strong top wing assembly especially with the V interplane struts!

Nieuport 24 bis

TECHNICAL DATA	
Scale: 1/32	Kit No: 611
Price: £49.99 US$75.00	Decal Options: 5
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	Parts: Plastic 95
Manufacturer: Roden	UK Importer: Pocketbond
US Importer: Squadron	

Markings are provided for five aircraft, and considering this a French design, Roden have gone the extra mile to present some interesting schemes. Included are N3305, flown by Corporal Six of Escadrille N.159 *Aviation Militaire*, February 1918, N3263 unknown training squadron USAS France late 1917, and an aircraft flown by the Commander of the 1st Soviet Fighting Air Group August 1918. The fourth option (my favourite) is a Polish example flown by Lt Juliusz Gilewicz of 5th squadron Polish Air Service in 1919. This option features a rather striking curvaceous depiction of Diana the huntress along the side (how often can you put pin-up nose art on a WW1 period aircraft?). The fifth option is for N4300 of the Latvian Air Service flown by Lt Janis Prieditis, during August 1919.

To conclude, if this goes together as well as my recently built Sopwith Triplane I will be a happy modeller. Don't overlook Roden kits, they do require a little more work than other 1/32 kits on the market, remember though that up until a couple of years back this firm's output was unrivalled and can be turned into real show stoppers.

Tim Upson-Smith

SAMI

Creative Times

A selection of new releases now available from Creative Models

Heinkel He 111P

TECHNICAL DATA	
Scale: 1/32	
Kit No: 04696	
Price: £59.99 US$117.00	
Decal Options: 3	
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	Parts: Plastic 389, Clear 44
Manufacturer: Revell AG	UK Importer: Revell UK
US Importer: Revell-Monogram	

de Havilland VAMPIRE FB.5

TECHNICAL DATA	
Scale: 1/72	Kit No: 03993
Price: £8.99 US$15.00	Decal Options: 2
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic39, Clear 3	
Manufacturer: Revell AG	
UK Importer: Revell UK	
US Importer: Revell-Monogram	

MiG-29A

TECHNICAL DATA	
Scale: 1/48	Kit No: 1156
Price: £42.50 US$74.95	Decal Options: 5
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 117, Clear 4, Etched 97, Resin 34	
Manufacturer: Eduard	UK Importer: Creative Models
US Importer: Squadron	

MiG-29A

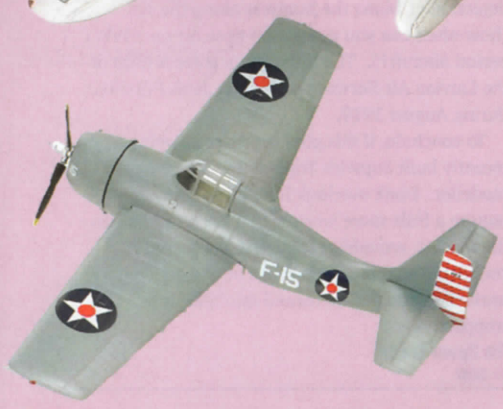
Eduard repackage the Academy kit in style, with colour etch, Brassin goodies and a beautiful decal sheet offering five attractive options. Resin includes a full cockpit interior and seat, and even a separate pilot's 'bone dome'.

SAMI

Revell's Original Heroes

Readers of this and other specialist magazines, may not at first appreciate the impact that this kind of product may have on the future market, but the impression these attractive and easy to build models can make on our children should not be underestimated. Certainly Revell's range is worth a closer look if you want to encourage a new generation of modellers. New to the 1/72 range are the following:

SAMI



Revell's Original Heroes

TECHNICAL DATA
00406: Republic P-47D Thunderbolt £7.50
00407: Messerschmitt Bf 109E £7.50
00408: Grumman F4F Wildcat £7.50
00409: Curtiss P-40E Tomahawk £7.50

MiG-21MF Weekend Edition

TECHNICAL DATA	
Scale: 1/48	Kit No: 84125
Price: US$39.95	Decal Options: 1
Panel Lines:	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 189, Clear 14	Manufacturer: Eduard
UK Importer: Creative Models	US Importer: Squadron

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HOBBY BOSS 1/32

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HGW 1/32

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Spitfire Mk Vb

HOBBYBOSS **1/32**

BY BRIAN SCOTT

- Aerospace Media Services

Not since the old Hasegawa offering have we seen a new-tooled Spitfire Mk Vb in this scale, and the way the sprues are broken down make it clear HobbyBoss plan on doing other variants.. The kit consists of seven sprues, two clear sprues, a small photo-etch fret, decals, and two rubber tyres. The recessed lines and rivets are not overdone and the decals are glossy and look as if they would go down without any problems. The canopy framework looks quite good and the canopy is nice and clear, while the photo-etch consists of belt buckles, radiator detail parts, and seat armour plating.

Construction

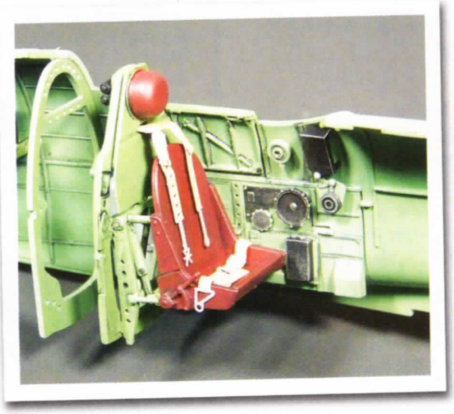
I decided to build the main wing first. This is a standard B wing, but looks like a clipped wing tip could easily be incorporated. Armament consists of two cannons and four machine guns, which can be seen through the clear access panels provided. No opaque panels are provided, and if you choose to show the guns with the panels off some work will be required to show them properly.

The upper and lower wing glue together easily. The landing flaps can be modelled in the lowered position, however there is an issue in that the upper part of the wing has no framing detail, so if you choose to drop the flaps, a little scratch building will be required. The ailerons were attached next to complete that portion of the assembly.

The cockpit consists of sixty-five parts, and assembling the hydraulic actuators alone is an eight-piece affair - and be certain to take extra time to ensure proper alignment. The rudder pedal glue tabs are a little small. I used extra super glue on them to strengthen them, to prevent them from breaking off while painting.

The instrument faces are too deep so I used a Waldron punch set and plastic card to reduce the depth and allow the decals to fit better. The bulkhead and seat mount required a little attention for proper alignment. I then assembled the seat and painted it with Tamiya Hull Red (to simulate its Bakelite construction) and left it to dry. The photo-etched belt buckles were easy to shape and paint.

I normally paint the cockpit after assembly. I used Tamiya IJN cockpit green, which is a close approximation to RAF Interior Green, and I prefer to use India ink to paint the black details since it tends to dry smoother than regular model paint. I then completed the rest of the cockpit detail.



The third step was building the engine, which has ample detail that can be shown without gluing the engine panels on. On this build I chose not to show the engine, and found it easier to fix the engine to the fuselage sides before gluing them together.

Assembly of the main airframe went well. When it came to gluing the main wing on a little filler was required on the bottom wing root. Since I decided not to drop the landing flaps I went ahead and installed them in the up position.

Colour Options

I cleaned the assembled model with rubbing alcohol and then primed it with Mr. Surfacer 1000. For this build I used Tester's Model Master enamel paints on the exterior, with the bottom in Medium Sea Grey, and upper surfaces in Ocean Grey with Dark Green sprayed freehand. The identification band on the leading edge of the wings was masked and painted with Tamiya Flat Yellow. After completing painting of the airframe, I made sure all of the masking was removed and started applying a clear acrylic sealer for a gloss coat.

The decals seemed reluctant to settle down until I applied Walthers Solvaset, after which they lost their shape and were bubbling, so I used a set of decals from Aeromaster depicting the aircraft of Squadron Leader Lyd Ford, 403 (Canadian) Squadron, Manston, August 1942. They seemed to snuggle down on the rivets and recessed lines and vents a lot better. More Solvaset was applied to take care of some of the silvering and after drying, then I applied another gloss coat over the decals to protect them from the wash. A black oil wash was applied overall and a final coat of Testor lacquer clear flat coat was applied.

The propeller and hub consist of five parts and the assembly went together nicely with the proper blade pitch. I substituted the kit's undercarriage with a replacement set of white metal gear from Scale Aircraft Conversions to add strength and detail to this area. Finally, I painted the exhaust stubs using Tamiya Rust Brown and dry-brushed with silver and metallic paints to bring out the detail. Landing lights were painted with silver and were flat coated in places. For the landing position light colours I used Tamiya Clear Blue and Clear Red.

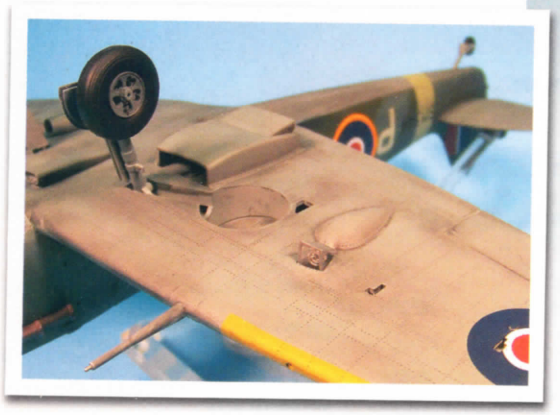
Spitfire Mk Vb

TECHNICAL DATA	
Scale: 1/32	Kit No: 83205
Price: £39.99 US$74.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 227, Clear 23, Etched 10, Rubber Tyres 2	
Manufacturer: HobbyBoss	UK Importer: Creative Models
US Importer: Squadron	

Conclusion

This kit was a great build other than the decal issues and, maybe, the canopy shape. I plan to build the MK Vb Trop when it is released and I think it would be safe to recommend this kit to moderately experienced builders and experts alike, although the cockpit sub-assemblies may be a little trying for beginners without help or patience.

SAMI



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North American NA-50

PLANET 1/48

BY ADRIAN TROUGHTON

This kit is a collaboration with ANTARKI, a group of Peruvian modellers who have contrived to get their 'most wanted' models into production, and as such is a laudable effort. It comes in a sturdy tray and lid style box inside which are thirty-six tan resin parts, two vacform canopies - which is excellent news - and a pair of strengthened undercarriage legs to hold the substantial weight of the resin. The detail on all the parts is very impressive, and the instructions are easy to follow and very clear. A history of the subject is included, along with four-colour painting guides, and these additions are always welcome from a historical point of view.

Construction

Firstly with any resin kit a thorough clean is required, in washing up liquid. Secondly comes the separation of all parts from their respective pouring blocks, and the parts count is relatively small so you should have no problem in later identification of the various components. Cockpit detail is sparse with just the basics included, and I made up some seat harnesses and decorated the control panels with Mike Grant's 1/48 instrument gauges. I guessed at Interior Green for the cockpit, and when completed the result was perfectly adequate once enclosed in the heavily framed canopy.

Fit of all parts was excellent and with a one-piece main wing I was soon up to the undercoating stage. I had no problem cutting the canopy out and the fit to the fuselage was achieved almost flawlessly, which was a great relief.

The engine is a multi-part affair and this builds into a very nice replica, with only a little sanding needed at the ends of the cylinders before the engine will go into the cowl. All small parts were now left off until the final assembly of what was quite honestly a sublimely easy build. I may just give up plastic kits... (only joking).

Colour Options

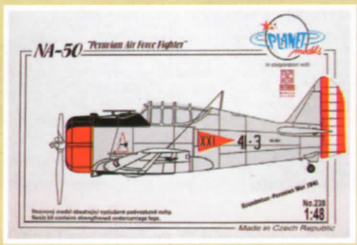
There are only two options on offer here and as this kit is essentially a celebration of the Peruvian Air Force's use of this type it is fitting that they are two well-known Peruvian machines. Primer was used firstly and this did highlight a fair amount of small bubble holes in the resin but these are easily dealt with using superglue as filler. When satisfied two coats of chrome silver were applied, and the rudder was painted separately, being finished in red and white striping. The engine cowl was painted red also and to finish an anti-glare strip was masked and painted forward of the canopy.

Decals are very thin and the application was trouble free. I resisted the use of decal softener as I was afraid of marring the bare metal finish, and after application the small fiddly parts were installed to finish this build

Conclusion

This is a superbly made resin kit and would be the ideal starting point for anyone's first foray into resin modelling. I personally could not fault it and the subject matter was very interesting and different from the norm. Highly Recommended, and all the more so for the commitment its production represents from someone with an interest in the subject matter. Well done to ANTARKI for getting this project together – it is modellers like them who make the hobby the diverse and fascinating place it is.

SAMI



NA-50

TECHNICAL DATA	
Scale: 1/48	Kit No:238
Price: £47.25 US$82.75	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 64, Vacform Clear 2, Metal 2	
Manufacturer: Planet	UK Importer: Hannants
US Importer: Squadron	

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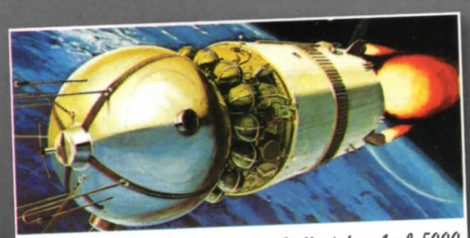
00024 1:24 Russian Spacecraft Vostok 1 of 5000

00025 1:80 Martin B-57B 1 of 5000

00026 1:72 Torpedo Boat PT167 1 of 5000

00027 1:54 Honest John Missile 1 of 5000

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Martin B-57

REVELL **1/80**

BY BRUCE LEYLAND-JONES

This is another of Revell's 'Classic' kits, clearly identified and marketed as such and, for those wanting an accurate and detailed kit of the B-57, look elsewhere now. That said, if you genuinely believe that nostalgia isn't what it was and you want to travel back over fifty years, then you may well enjoy this. I know that certain members of the Classic British Kits SIG went all gooey-eyed, but they were American, so that might explain it.

With copyright firmly embossed on the interior as 1956, this model is in one of those pesky box scales, coming in at 1/80. I've seen some advertised as 1/78 and even a couple on a certain auction site marked as 1/72. No…this is definitely 1/80 and is unlikely to match any other model on your shelf!

Back in '56, the Canberra was still a relatively new item and Revell did well to get a kit out and, as such, they can be forgiven for any inaccuracies. It wouldn't be until 1973 that Airfix released their 1/72 BAC Canberra and another fourteen years after that before they butchered the tooling to make their B-57.

Moulded in a hard, black plastic, this kit is free of the rivets and other extreme surface detail that festooned its contemporaries. It is a kit of few parts and is relatively free of flash, or excessive seam lines, although the modeller will have some clean-up to do with the more detailed pieces.

Anyone attracted to the kit on the basis of the boxart may well be tempted to avoid any paint and to rely upon the nicely printed decal sheet for colour. Being from modern Revell, the sheet contains many stencils and a mass of red lines, but more of those later.

Construction

Two crew are supplied and are presented as a one-piece item, sat on what appears to be a hoverbike and wearing spacesuits. Having cleaned up the central seam, it is evident that whoever sculpted these had some skill and attention has been paid to detailing the seats and giving the crew some animation, holding onto their control columns. I ignored the instruction to paint them in silver suits, adopting a more conventional approach to in-flight wear;

5g of noseweight was suggested, but from experience, I know that the Canberra is a tail-heavy beastie and so added a fair quantity of lead to the capacious nose area. At one point, I was going to create side panels, but an seeing the lack of visibility afforded by the canopy piece and the bulky crewmen, I decided to leave as is.

I'm not a fan of excessive panel lines, so it was a pleasure to join up the fuselage and sand smooth the slight seam line, without worrying about removing any surface details.

Moving onto the tail, I was a little wary of the approach the kit maker had taken and was worried by the large hole the tailpiece had to fill, but my anxieties were unfounded, as the engineering was such that the tail would fit perfectly well and, as a bonus, the correct dihedral of the tailplanes was assured.

More kit engineering cleverness was revealed with the fit of the wings. Each wing consisted of two halves, the lower half having two pylons moulded in place. The wingtips were held together by two prominent pins, which also served as location points for the wingtip fuel tanks.

The wings had large locating tabs and, if placed correctly, the fit was again perfect and again, the correct dihedral was achieved.

Both intakes and exhausts were closed off and some may want to open these up. The undercarriage bays are also blank boxes and the landing gear is, to say the least, basic. That said, I did have some trouble achieving the right stance of the aircraft, but that was just me having a bad day and I needed to reduce the nosewheel leg a tad.

Colour Options

The decals behaved beautifully throughout and my only challenge was to keep tabs on which ones I'd applied, by ticking them off on the instruction sheet. By the end of it, as Old Tonto said, it's very Batman-like.

I added the underwing stores, as intended by 1950's Revell, although I'm unsure as to how much imagination was used, as opposed to cold, hard fact. The moulded pylons received a pair of red rockets each and a further four napalm tanks were added inboard of these, their placement shown by measurements on the instruction sheet.

My final act was to attach the canopy and paint the framing and, above all, it is here that the model falls flat on its face. Having got so far, the canopy is way, way too shallow and, to my eye, completely spoils the look of the finished item.

Conclusion

To summarise, this kit provides insight into a world of modelling long since past and many of the features are positive. However, the scale and its basic inaccuracies suggest that I can only see it really finding its way into their hands of those collectors of Classic kits, whoever they may be... and children with their Aunty Flo attracted by the boxart.

SAMI

Martin B-57B Limited Edition

TECHNICAL DATA	
Scale: 1/80	Kit No: 000025
Price: £11.99 US$20.00	Decal Options: 2
Panel Lines:	Status: Reissue
Type: Injection Moulded Plastic	Parts: Plastic 45, Clear 1
Manufacturer: Revell AG	UK Importer: Revell UK
US Importer: Revell-Monogram	

Macchi MC.200 Saetta

ITALERI **1/48**

BY BILL BUNTING

The Macchi MC.200 *Saetta* (Thunderbolt) was one of the first Italian all-metal fighters. The open cockpit, monoplane design and retractable gear define it as a 1930's design. Able to achieve 500km/h with an 840HP Fiat 14-cylinder radial engine, it was still considered underpowered and with only two 12,7mm machine guns, under-armed for its time. Later versions had two additional 7,7mm machine guns in the wings. Over 1,000 were built and saw service in Africa, the Mediterranean, the Balkans and Russia.

The end-opening box has a slide-out tray and a nice illustration on the cover with the four marking options in colour on the bottom. Contents include two grey and one clear plastic sprues, one photo-etch sheet, instructions and an excellent decal sheet. Panel lines are engraved but a little heavy in my opinion, with some lines crisp and others soft. Rivets are overdone but the fabric surfaces are nice and there are some mould seams on many parts that need attention. There are five pages of instructions and two pages of black and white profiles for painting and decal placement. Colour references are for Model Master enamel and acrylic paints but also show FS codes. The high quality decals are clearly printed.

Construction

The cockpit is made up of floor, side consoles, seat, control stick and instrument panel. Photo-etch 'belt and chain' seatbelts are included. The panel is made up from photo-etch, decals and a plastic back. You have a choice of instrument decals on a background or not. I used the background ones for the panel and some of the leftovers on the side consoles. The cockpit is interior green (XF77) with an aluminum seat. Spend some time and care here as most can be seen through the open cockpit.

The wings have separate flaps and a spar for dihedral. The wheel wells are semi-detailed. The engine is made up of five plastic parts and once painted looks very convincing. A wiring harness is not supplied but would add a great finish to it. The engine cowl is made of multiple pieces and assembles without gaps, but I left the front ring, engine and prop off until after final painting. The landing gear is well moulded and includes retraction struts for gear and doors and utilizes some of the photo-etch detail.

The weighted wheels look a little overdone but are better after painting and these, together with the canopy and small parts, were left off until finishing.

Colour Options

Four marking options are provided:

- *369a Sq. 22° Gruppo Autonomo CT, Russia 1941, olive green upper surfaces with sand/dark brown 'fried egg' splotches*
- *365a Sq. Autonomo CT, Napoli, 1940, overall olive green with sand and dark brown overlapping patches*
- *85a Sq 18° Gruppo, Araxos, Greece 1942, overall olive green*
- *150° Gruppo Autonomo CT, Tirana, Albania 1941, olive green with sand and dark brown squiggles.*

All have light grey undersides. Two have yellow cowls, and all have white or yellow fuselage bands and bright squadron markings.

I used Tamiya paints mixed with Mr. Colour Thinner airbrushed freehand. The yellow (XF3) fuselage band was painted although a decal is provided. Cowl and under wingtips are yellow as well. The light grey (XF19) was painted overall and then the green (XF26) upper surfaces. The blotches were started as a desert yellow (XF59) circle and filled with dark brown (XF64). It was a skill-building exercise and the hardest part was keeping the pattern even. Next time I will draw the patterns with pencil and check the 'balance' before painting. Future was brushed on before applying decals.

The decals were applied with Tamiya Markfit and are almost silvering free. I think a drop of Future under the decals would have eliminated this entirely. The front cowl oil cooler ring was painted semi-gloss black and then dry-brushed bronze (Humbrol 54). No weathering was done and I did not highlight the panel lines as they are already prominent.

Conclusion

Italeri obviously have a soft spot for this aircraft, and the nice interior with photo-etch is the highlight. The panel line engraving, although a little overdone, adds interest to the surface. Best of all are the very colourful marking options and decals. Fit is good and a very nice model can be built. Recommended to all including the novice builder.

SAMI

MC.200 Saetta

TECHNICAL DATA	
Scale: 1/48	Kit No: 2676
Price: £26.50 US$59.00	Decal Options: 4
Panel Lines: Recessed Status: New Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 73, Clear 3, Etched 8	
Manufacturer: Italeri	
UK Importer: The Hobby Company US Importer: MRC	

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Martinsyde F.4 Buzzard

AZ MODEL 1/72

BY DAVE HOOPER

The Martinsyde Buzzard was one of the fastest aircraft to be designed during the First World War but arrived too late to be used over the front. In the immediate postwar era, with so many surplus aircraft at their disposal, the RAF had no need of the Buzzard although the type was exported, most notably to Finland and Portugal. The Buzzard has been quite popular in kit form with good quality toolings already available from Pegasus and CMR in 1/72, while Karaya have given us a very nice 1/48 kit. The AZ kit is similar in parts breakdown to the Pegasus tooling. The box contains one sprue of a rather soft limited-run plastic for everything but the engine, which is supplied in resin. The quality of the moulding is generally very good, with a few exceptions, the most notable being the radiator, which has a slightly melted and off-centre appearance to it. The resin engine is very nice, but there is nothing special about it that couldn't have been moulded in plastic particularly when you consider that 90% of the engine will not be seen. The instructions are easy to follow, using a series of nine exploded clear diagrams to explain the construction process. A set of plans is included but these are not to scale. Painting instructions for three options are included on the back of the box.

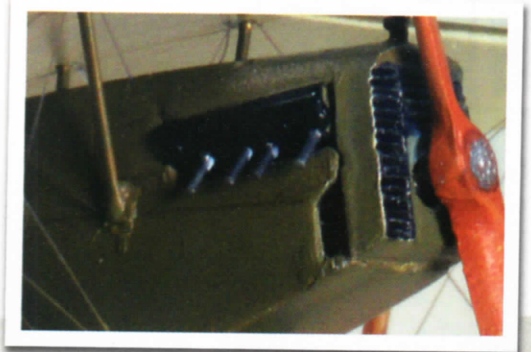
Martinsyde F.4 Buzzard

TECHNICAL DATA	
Scale: 1/72	Kit No: 7341
Price: £14.99 US$26.25	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	Parts: Plastic 32, Resin 1
Manufacturer: AZ Model	UK Importer: Hannants
US Importer: Roll Models	

Construction

This is a fairly simple kit to construct. The cockpit is pretty basic consisting of a floor, bucket seat, rudder pedals, control column and instrument panel. I was particularly impressed with the panel which has been very well rendered, although it is slightly wide, as is the floor; requiring some reduction in width before the fuselage parts will close adequately. The fuselage halves and forward decking all fit together very well, however I found it easier to glue the engine to the forward upper decking part in contrast to the instructions, which suggest gluing to the fuselage halves.

The remainder of the airframe is pretty straightforward with the lower wings and tail section fitting very well. The cabane struts provided are not particularly inspiring and as such were replaced with suitably sized brass struts. The interplane struts were however usable, only requiring a little shortening to fit. The Buzzard's front interplane struts were at a slightly different angle to the rear struts, in contrast to the strut points on this kit which would have them parallel, although this can be easily rectified by very slightly repositioning the lower strut points closer to each other. All that remained was to fit the undercarriage (which turned out to be a very simple process) and add the prop, which is one of the poorer defined parts and would benefit from the addition of an etched brass boss.



Colour options

Three colour options are provided in this boxing; British RAF, Belgian Air force and a Polish example. The British and Belgium examples have the standard wartime drab PC10 finish with doped fabric undersides while the Polish example is painted in a striking red and white livery, looking like something from a Charlie and the Chocolate factory movie. The decals all relate to the first two options, while the Polish 'Candy Cane' option will just require careful masking. The decals are well printed and I found them easy to use. Some of the clear edges did silver a little to begin with, but this is partly because I didn't use any setting solutions. Once the model was sprayed with a thin coat of Johnson's Klear the silvering disappeared.

Conclusion

This is another fine kit from AZ with very few vices. The level of surface detail is generally very good while the construction is fairly simple and shouldn't task anybody who has previously built biplanes. However this AZ kit does not offer anything special above and beyond the two 1/72 Buzzard kits already available and as such one does wonder why the market needs another, especially when there are plenty of popular World War One subjects that are crying out for a new high quality tooling - the Sopwith Triplane, Pup, FE2 and RE8 to name but a few.

SAMI

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A03083
CANADAIR SABRE F.4/NORTH AMERICAN F-86E(M)

The Canadair Sabre was a fighter jet built by Canadair under licence from California based North American Aviation Inc. The resulting variant was considered one of the finest dogfighters of its day. Many went into service with the RAF, the majority being based in Germany against the threat of opposing Russian MiGs.

A03082
NORTH AMERICAN F-86F/E(M) SABRE

The North American Aviation F-86 Sabre was a transonic jet fighter aircraft. The Sabre is best known for its Korean War role where it was pitted against the Soviet MiG-15 and obtained UN air superiority. The F-86F was developed with an 'all-flying' tailplane, giving better control at all speeds. It first entered service for the USAAF in 1951.

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Spitfire Ib and VI

AZ MODEL 1/72

BY ALEC SMITH

The latest run of Supermarine Spitfire kits from AZ Model appeared en masse and pretty much cover all of the alternative options for cannon armed, short nosed and Merlin-powered standard airframes. The various releases cover Mk Ib, IIb, Vb, LF Vb, VI, and under the Admiral label Seafire Ib with a couple of editions covering tropical versions for good measure. Although some of these variants have been kitted by other manufacturers to varying degrees before, some have not been covered, and because of that I was rather intrigued to see what the various boxes contained. The layout is very typical for AZ, with common instructions, and a common pair of grey sprues that cover all the main parts for all the versions. The level of detail appears quite good at first glance, and some of the smaller parts such as the pitot, that on earlier kits were often short moulded, are nice and crisp.

Construction

After being given a choice of the various boxings to build for review, I settled on the Mk Ib and the Mk VI as I felt that they covered the life of the short-nose Merlin-powered fighter Spitfires rather well and so would make an interesting comparison. As mentioned the main sprues are identical, so all have the HF and clipped wing tips and various propeller and spinners, different exhausts and the tropical filter on, thus providing some useful spares for those who build Spitfires a-plenty. However, AZ have quite cleverly ensured that the one boxing fits all approach does work, as apart from the decals, the canopies are different which is good and does show attention to detail.

As is usual with AZ releases some cleaning up of the parts prior to assembly is required, however, compared with early toolings, the parts are getting better and need less work than before and do seem to fit that little bit better each time. For both models I found that the cockpits assembled well and happily fitted into the fuselage halves, that were then joined without any problems. The wings fitted better than earlier Spitfires from AZ, all of which made the bulk of the builds much more enjoyable.

On all the versions the underside of the nose is separate to allow for either a tropical filter or standard nose, and this does need a little fettling to get a great fit but nothing major, however, I would recommend fitting this after the exhausts have been inserted as they are simply pushed through the holes in the fuselage side and this then helps ease alignment. The nose also has all of the various lumps and bulges moulded onto it from all the marks covered, so some removal is needed, dependant on the version being built.

As the wings are a common tooling, varying amounts of work are needed depending on what the builder is planning. The mainplanes come with the standard wing tips and the cannon bulges for the Mk V and VI. The cannon barrels are supplied as separate parts as are both the pointed HF and clipped wing tips. You also get the smaller underwing cannon bulges for the Mk I and II, but in order to fit these, the larger bulges need to be removed. What you do not get however is the earlier oval oil cooler for the Mk I/II, so I took a redundant one from AZ's earlier Spitfire Va kit.

I found that the fit of the pointed HF wing tips was good and their aerofoil shape and chord did match that of the main wings. As is also now usual for AZ, the wheel wells have an insert to prevent 'see-through' and both these and the undercarriage fitted without a problem, though I am still not totally convinced the undercarriage legs are the right length. They look slightly long, but that could have been me not pushing them fully home in the well.

The canopies are slightly and correctly different, but the fuselage coaming is designed to take those of the Mk V and VI so a little filling is needed for the earlier Mk I and II, for which I simply filled using ClearFix when fitting the canopy of the Mk I. The final bits to add are provided on a small etch fret, these being a grill for the carb intake, a mirror, and the aerial mast. This latter does not work as an etched part as it needs to be an aerofoil and much thicker than a flat brass sheet. I wonder if it was forgotten in the original sprue making?

Supermarine Spitfire HF Mk VI

TECHNICAL DATA	
Scale: 1/72	Kit No:AZ7312
Price: £15.99 US$26.00	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 56, Clear 1, Etched 3	
Manufacturer: AZ Model	UK Importer: Hannants
US Importer: Roll Models	

Supermarine Spitfire Mk Ib

TECHNICAL DATA	
Scale: 1/72	Kit No:AZ7307
Price: £15.99 US$26.00	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 56, Clear 1, Etched 3	
Manufacturer: AZ Model	UK Importer: Hannants
US Importer: Roll Models	

Colour Options

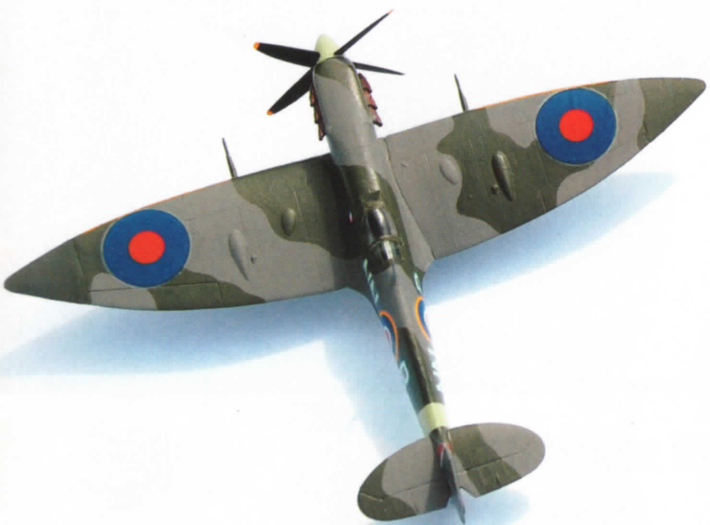
The options for the two boxings are as follows:

Supermarine Spitfire Mk Ib:

- *QJ-D X4272, 92 Sqn, RAF Biggin Hill 1940*
- *QJ-F R6908, 92 Sqn, RAF Biggin Hill 1940*
- *QV-H R6676. 19 Sqn, RAF Fowlmere, 1940 as flown by Flt/Sgt George Unwin*

Supermarine Spitfire HF Mk VI:

- *YQ-U 616 Sqn RAF Kingscliffe, May 1942 as flown by P/O C.B.Brown*
- *RY-E 313 Sqn, RAF Peterhead, Scotland, June 1943*
- *NN-B 310 Sqn RAF Castletown, Scotland, 1943*



I chose the 19 Sqn option for the Mk Ib, which is in the standard Battle of Britain era camouflage scheme of Dark Earth and Dark Green over Sky (without a black wing). The paints used for this came from the Model Master range.

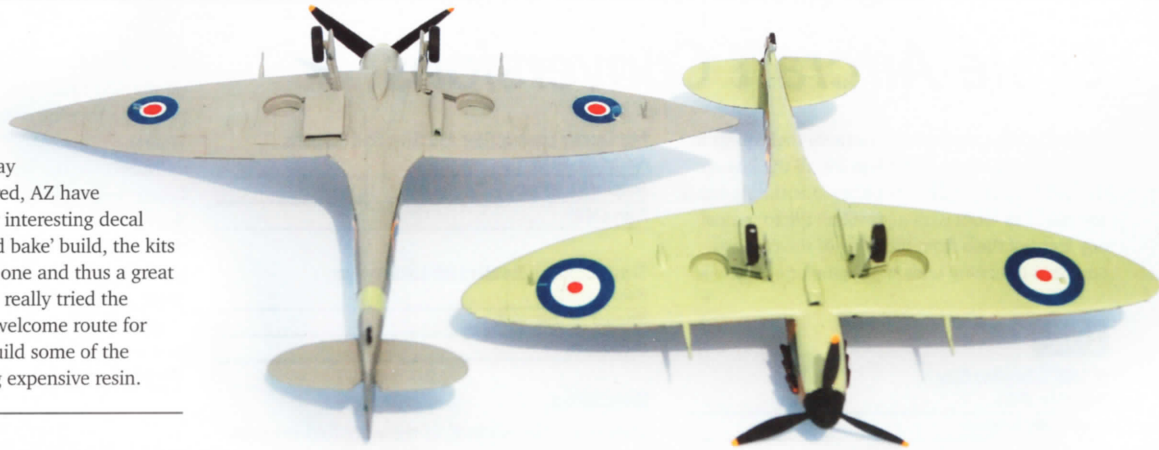
For the Mk VI, I chose the 310 Sqn version in the, by then, standard Day Fighter Scheme of Dark Green and Ocean Grey over Medium Sea Grey.

The decals provided are well printed, in good register and density, and also tolerated being handled and moved around despite being commendably thin.

Conclusions

This series of Spitfire kits from AZ do fill several holes for the more dedicated builders, and while he basic Mk V kit may seem an area that is well covered, AZ have managed to include some very interesting decal options. While not a 'shake and bake' build, the kits are still a very straightforward one and thus a great opener for those who have not really tried the short-run model arena, and a welcome route for those not wishing to scratch build some of the conversions or resort to adding expensive resin.

SAMI



F-16C – Tigermeet 2003

REVELL **1/72**

BY PAUL GILSON

The Tigermeet of the Americas is a bi-annual event started in 2001 and for the second meeting in 2003, held at Cold Lake, Canada, the 140th Fighter Squadron of the Colorado Air National Guard painted AF 87-0284 in this spectacular scheme which won the Best Painted trophy, quite an accolade when you see the Canadian Air Force F-18 paint scheme for the meeting! A report on the meet and several photographs of the aircraft involved can be found at ***www.tmota.com***

The Revell F-16C has been around for a few years and this version is a reissue with the Tigermeet decals produced by Syhart, who also produce a range of decals with many Tigermeet sheets. The kit comes in Revell's standard end opening box and has a sixteen-page instruction booklet, which details the options required for standard or Tigermeet aircraft – although there are no decals for the standard scheme. There is also a host of underwing equipment and stores, most of which will fill the spares box in this case.

Construction

I haven't built a 1/72 kit for several years, but the lure of some tiger stripes soon cured my worries about needing a magnifying glass. Construction was a simple case of following the diagrams and presented no issues, no filler required and all very straightforward. The kit has a pilot figure included and the cockpit area has a reasonable level of detail, although in this scale it's mostly lost in the dark depths under the canopy. Points to note during construction are to include some weight in the nose section, get the correct intake, wide and narrow are included, and finally the correct tail. The kit also includes a single-piece wing and upper fuselage, which ensures an accurate shape is easily achieved. The final two pages of construction detail all the underwing stores options of which only a couple of Sidewinders and a centre line tank are included. For the Tigermeet the starboard wing carries a Sidewinder and the port a Smoke-winder in orange. The aircraft also carried a training round under the starboard wing which is not included – regular 1/72 F-16 modellers will probably have a suitable spare.

Colour Options

Only one colour scheme is given for this aircraft, based on the standard F-16 grey scheme with extra stripes. The larger decals needed a little trimming and all decals settled well over the surface, where the stripe sections matched well and left little silvering. At this point I got carried away, as the decals were good, but when compared to the photographs on the Tigermeet website gallery it appeared to me that they were too yellow on the trailing edges. The stripes appear in the photographs to be hard-edged black at the front, with orange fading to yellow to the rear, whereas the decals are three hard-lined sections black/orange/yellow. So I over painted the orange yellow section with an orange wash to tone down the yellows. The same was done to the flames around the intake and on the centre line tank. The decal guide is also slightly vague about the placement of decals 29 and 33 and the box picture shows them in the wrong place compared to the photographs.

Lockheed Martin F-16C Tiger Meet 2003

TECHNICAL DATA	
Scale: 1/72	Kit No: 04669
Price: £12.99 US$26.00	Decal Options: 1
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	Parts: Plastic 118, Clear 8
Manufacturer: Revell AG	UK Importer: Revell UK
US Importer: Revell-Monogram	

Conclusion

Another Tiger on my shelf and a kit that was an easy build! There is a good level of detail and the fit was faultless. You'll also end up with a slightly fuller spares box with all the extra underwing stores. Recommended.

SAMI

Scale Aircraft Conversions

Scale Aircraft Conversions continue their quest to supply strong white metal legs for all the kits on the hobby shop shelve. Preparation is simply just a few minutes work with a jewellers file to remove any trace of flash from the edge of the castings and then attaching with super glue or epoxy.

1/32

Bf 109F/G Landing Gear
Product No: 32053
Designed for: Hasegawa
Price: $16.95

1/48

P-51 Mustang Landing Gear
Product No: 48142
Designed for: Tamiya
Price: $12.50

F-84F Thunderstreak Landing Gear
Product No: 48143
Designed for: Revell/Monogram/Kinetic/Italeri
Price: $16.95

PC-6/AU-23A Landing Gear
Product No: 48144
Designed for: Roden
Price: $14.95

F4U Corsair Landing Gear and Wing Fold Supports
Product No: 48145
Designed for: Tamiya
Price: $16.95

Super Etendard, Etendard IVP Landing Gear
Product No: 48146
Designed for: Heller/Airfix
Price: $16.95

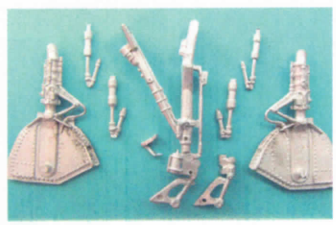
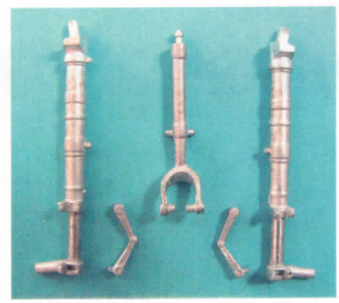
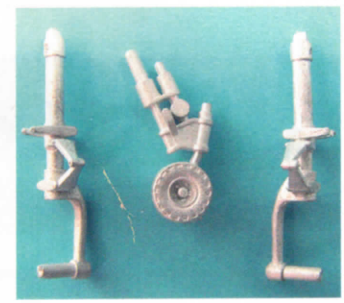
Conclusion

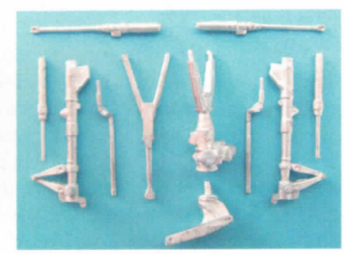
I really like the addition of the wing fold struts to the Corsair set as my last Tamiya Corsair got prematurely decapitated on the way to a show. If I had this set it would probably have survived to win a gold medal (I Wish).

These samples were provided by Scale Aircraft Conversions and will be available to purchase in the UK from A2Zee models at ***www.a2zeemodels.com*** the manufacturer also have there own web site at ***www.scaleaircraftconversions.com***

Our thanks to Ross McMillan for supplying the review samples.

SAMI



BRASSIN

Just the one release this month to the Brassin range – although any amount of bits and pieces are popping up in Eduard's kits, so who knows what will be next!

1/48

648033 F-16 radar late for Tamiya kit

Eduard is imported to the UK by Creative Models, LSA and Hannants, and Squadron carry the range in the US.

Check out the website too, at ***www.eduard.cz***

SAMI

Noy's Miniatures

A pair of new card airfield sections from Noy pines depicts a section of concrete taxiway from a NATO base in the 1980s. The printing of the concrete and asphalt areas looks very realistic and even the grass areas look good. These products are suitable for displaying a wide range of types from a selection of F-104 Starfighters to the C-160 Transall.

1/72

NM 72004 NATO Tarmac
Length 31.1 Cm 12.24 Inches Width 22Cm 8.66 Inches

1/48

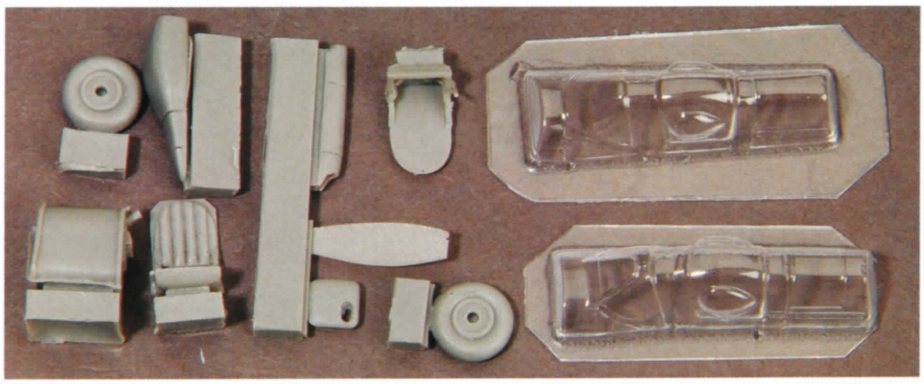
NM 48004 NATO Tarmac
Length 39.6 Cm 15.6 Inches Width 28 Cm 11 Inches

Conclusion

I am a great fan of displaying models on a base, just look at a competition section at a model show and ask yourself which looks better - a model just placed on the table or one displayed on a base. However, many of you are probably like me and unable to produce one from scratch and this is where this range helps. Just mount them on to an inexpensive wooden base with double-sided tape and add your model.

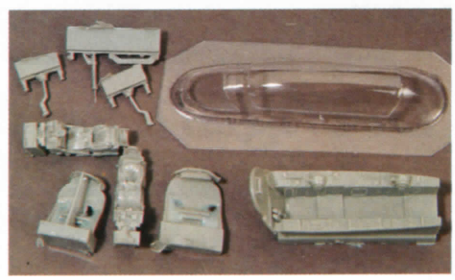
If you are interested in this bases Noy's Miniatures are being stocked by Hannants for the UK. Alternatively you can contact Noy via email at ***noypines@netvision.net.il*** and he will be able to confirm total cost including postage to your address. Payment can be made via Pay Pal.

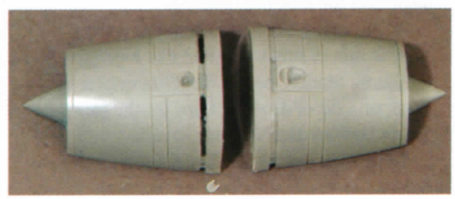
SAMI



Pavla

This month Pavla's new releases include cockpit sets for the Italeri F-1 in 1/48 and Italeri MB-326 and Cyber-Hobby Gloster Meteor in 1/72. We also another of their mini PR Spitfire conversions, which provides everything you need to build either the PR Mk I, IV or VII, with decals included. And of course no Pavla release would be complete without a selection of their super clear vacform canopies.





1/72

Spitfire PR Mk.1A, PR Mk IV, PR Mk VII Conversion
Product No: U72-129
Designed for: Airfix
This set includes decals for 3 aircraft
- *Spitfire PR Mk VII, C-ZW of 140 Squadron, Sept-Oct 1941*
- *Spitfire PR Mk IV, X, BR416, N3071*
- *Spitfire PR Mk 1A, N3071, This aircraft flew the first Spitfire reconnaissance mission on 18/12/39*

Aermacchi MB326 Cockpit set
Product No: C72103
Designed for: Italeri/Supermodel

Gloster Meteor F.1
Product No: C72104
Designed for: Cyber-Hobby

Aermacchi MB326/Impala Ejector Seat
Product No: S72070
Designed for: Italeri/Supermodel

Aermacchi MB326 Canopy
Product No: V72-85
Designed for: Italeri/Supermodel

Boeing B-17G Flying Fortress Canopy, gun turrets, windows
Product No: V72-86 *Designed for: Revell*

Spitfire Mk 1 Early
Product No: V72-87 *Designed for: Airfix*

Gloster Meteor F.1
Product No: V72-88
Designed for: Cyber-Hobby

1/48

Dassault Mirage F-1C Cockpit Set
Product No: V48-22
Designed for: Italeri

Dassult Mirage F-1 seamless intake
Product No: U48-40
Designed for: Italeri

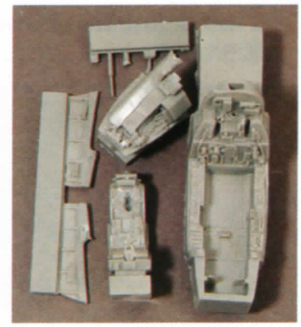
Martin Baker MK 4 FIRM4 Ejector Seat for F-1
Product No: S48036

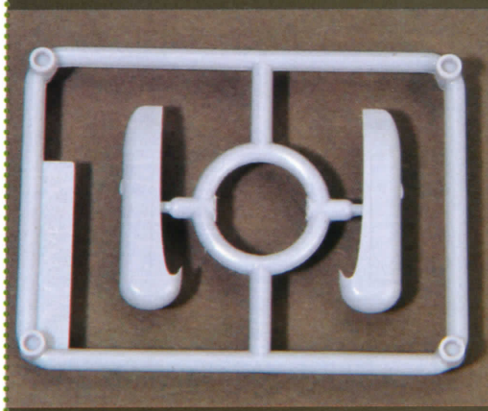
Conclusion

Like all Pavla sets the resin is well cast and will only require minimal cleaning up and a wash in soapy water to remove any mould release agent before use. I also like the fact that they not only cover new kits but also older models that do not normally get that much attention.

Our thanks to Pavla for the review samples. The full range can be viewed on their website at ***www.pavlamodels.cz*** and in the UK the resin sets are available from Hannants.

SAMI





3D-Kits

The latest conversions from 3D-Kits expand on this manufacturer's range for the Spitfire and Hurricane in 1/72. All of this month's sets are complete conversions containing parts in injection moulded plastic, along with a small decal sheet and full instructions for the conversion process and colour profiles of the decal sheets subjects.

1/72

Spitfire Mk II LR Conversion Set
Part No. 72-C002
Designed for: Airfix (New tool) /Tamiya
Price: £4.75

This set contains the large fuel tank carried under the port wing and markings for two options:
- *Spitfire Mk II LR, Counter Attack, UM-D, P8448, 152 Squadron, This spitfire was paid for by NAAFI fund raising and carries dedication art work on the cowling.*
- *Spitfire Mk II LR, LZ-C, 66 Squadron, July 1941*

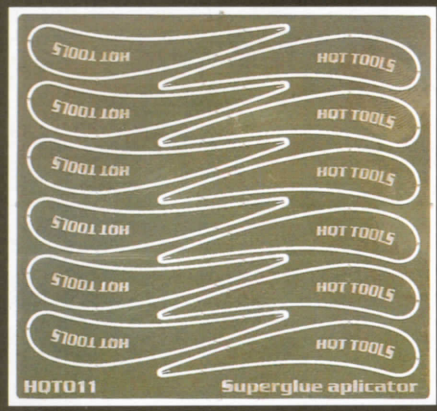
Hawker Hurricane Mk IID Conversion Set
Part No. 72-C003
Designed for: Any Hurricane Mk IIC
Price: £5.95

This kit contains very specific instructions on how to convert a C wing in to the D wing while the plastic parts supply the cannon and their underwing gondolas. Decals supply three options, two in desert and one in temperate camouflage:
- *Hawker Hurricane Mk IID, U, HW663, 6 Sqdn, Gabes, Tunisia, April 1943*
- *Hawker Hurricane Mk IID, Our John, BN795, 6 Sqdn, August 1943*
- *Hawker Hurricane Mk IID, 1st specialised low attack instructor's school, Milfield, Northumberland, 1943*

Conclusion

Two very nice conversions that are a one-stop shop to create something a little bit different at very reasonable prices considering their content. Visit the website at ***www.3d-kits.co.uk*** and see the full range on 1/72 and 1/48 sets as well as selected Spitfire and Hurricane sets from the Ultracast range.

SAMI



HAULER

Hauler is the military counterpart of Brengun so rarely features in these pages but they have now introduced a range of tools that will be of interest to all modellers. This range is titled 'Hot Tools', and the samples we have are etched in stainless steel rather than this manufacturer's normal brass.

Super Glue Applicator
Product No: HQT011

This set supplies twelve applicators, perfectly designed for precisely applying glue to seam lines.

Saws for No 4 Scalpel Holder
Product No: HQT009

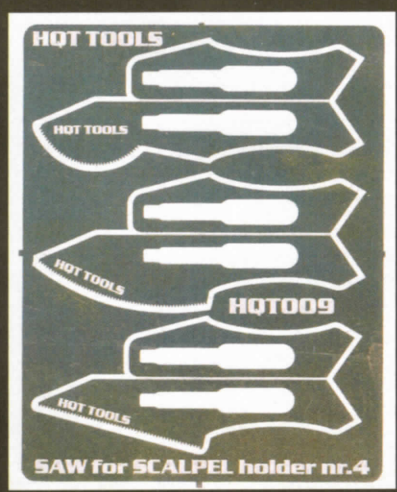
This set supplies three micro saws of different shapes, which makes getting in to tight corners easy.

Conclusion

An interesting addition to the Hauler range and though most sets are for detailing Armour kits there are plenty of 1/48 accessories that can be adapted to dioramas, including figures and a very nice resin latrine.

The Hauler catalogue is expanding at a tremendous rate and you can view the full range and see a list of their worldwide stockists at the following website ***www.hauler.cz***

SAMI

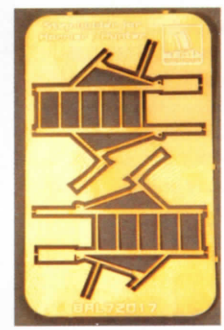


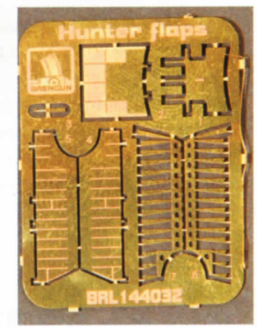
Brengun

The latest releases from Brengun include sets in 1/144, 1/72 and 1/48 using resin or high quality brass, and each set includes a small pictorial instruction sheet that clearly illustrates the assembly process.

What I really like about Brengun is their eclectic mix of subject matter, like a detail set for Skunk Models' carrier deck fire engine in 1/48, or a set of dropped flaps for the tiny 1/144 Hawker Hunter from Revell.

They also occasionally make a full kit like the Tomahawk cruise missile. This uses resin for the body and etched brass for the flying surfaces, and as a bonus a nice little trailer is supplied so you can display one of the Tomahawks without having to build a B-52 to hang it on.





Conclusion

The full Brengun range can be seen at their website at ***www.brengun.cz*** and they can also be contacted via surface mail at Chladkova 14, 616 00, Brno, Czech Republic. Our thanks to Jan Sobotka for supplying us with the samples from this range.

SAMI

1/144

BRL 144031 Step ladders
Designed for: Hunter and Harrier

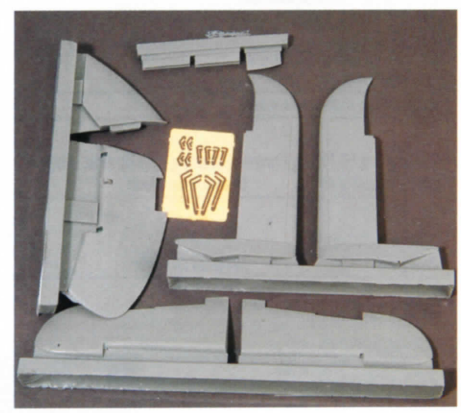
BRL 144032 Hunter Flaps
Designed for: Revell Hunter

BRL 144012 BMG-109 Tomahawks X 2

1/72

BRL72018 Air intake mesh for Typhoon
Designed for: Academy

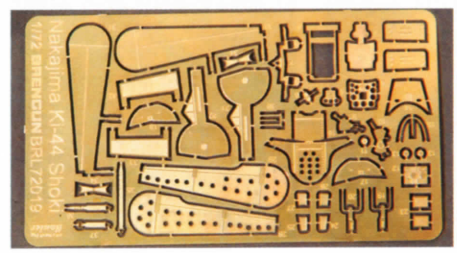
BRL 72019 Detail set for Ki-44 Tojo/Shoki
Designed for: Sword

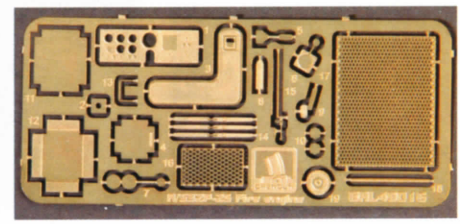


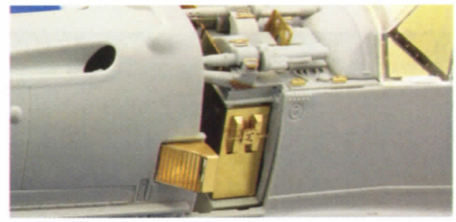
1/48

BRL 48016 P25 USN carrier deck fire engine
Designed for: Skunk Models

BRL 48017 Control surfaces Bristol Beaufighter Mk IV+X
Designed for: Tamiya







FE550 PC-6/AU-23A ZOOM for Roden kit
FE564 S-2E ZOOM interior for Kinetic kit
FE566 B5N2 ZOOM for Hasegawa kit

Eduard

Every month we now find ourselves impatient to see what surprises Eduard will come out with next. The Brassin range has been astonishing, and the pioneering path of pre-painted etch continues to astonish and delight. Only the Editor is left out of the fun at the moment, as he is having another 'Scaling Down' phase, although we do catch him looking dreamily at items from time to time, so you know it won't be long before he's off at a tangent. There is a sweepstake in the office at the moment as to how long he can go without having a crack at an Airfix Sea Vixen once the Eduard colour sets appear.

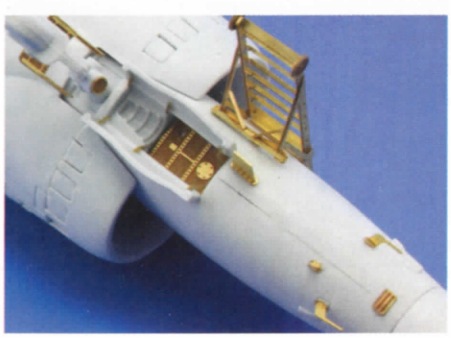
This month the Czech seal of approval is stamped on a wide range of kits and scales, with some of the Airfix 1/72 releases getting the full benefit, while the Roden PC-6 will really benefit from having some attention lavished on its interior

1/32

32277 Hawk T.1 Mk 53 exterior for Revell kit
32282 Bf 109E-4 exterior for Dragon/Cyber-Hobby kit
32685 F-16I SUFA seatbelts for Academy kit
32692 F-16I SUFA interior for Academy kit
32701 Bf 109E-4 interior for Dragon/Cyber-Hobby kit
33080 F-16I SUFA ZOOM interior for Academy kit
33089 Bf 109E-4 ZOOM interior for Dragon/Cyber-Hobby kit
JX128 P-40M masks for Hasegawa kit

1/48

48675 Tornado ECR exterior for HobbyBoss kit
48696 S-3 exterior for Italeri kit
48699 S-2E bomb bay for Kinetic kit
48700 S-2E undercarriage for Kinetic kit
49523 Tornado ECR interior for HobbyBoss kit
49528 Tornado ECR seatbelts for HobbyBoss kit
49550 PC-6/AU-23A for Roden kit
49564 S-2E interior for Kinetic kit
EX337 MiG-21MF masks for Eduard Weekend kit
FE523 Tornado ECR ZOOM interior for HobbyBoss kit



1/72

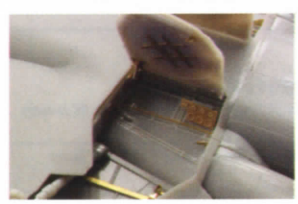
72520 EF-2000 ladder
73386 Sea Harrier FA.2 for Airfix kit
73388 Bf 110C for Airfix kit
CX286 Ka-27 masks for Zvezda kit
CX287 Ka-29 Helix masks for HobbyBoss kit
CX290 Seahawk FGA.6 masks for HobbyBoss kit
CX291 F-22 masks for Academy kit
SS386 Sea Harrier ZOOM FA.2 for Airfix kit
SS388 Bf 110C ZOOM interior for Airfix kit

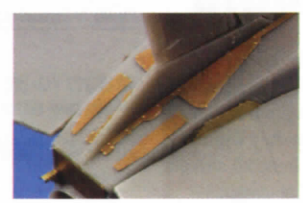
There really is nothing like Eduard on the scene at the moment. The innovation and quality that goes into some of these products is impressive, and while it's not getting any cheaper, neither is the rest of the world, and the lift one of these sets can give to a modelling project has to be worth more than the price of a round of drinks...

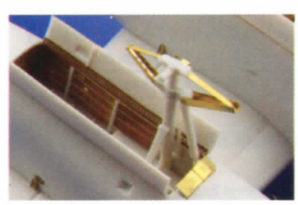
Eduard is imported to the UK by Creative Models, LSA and Hannants, and Squadron carry the range in the US.

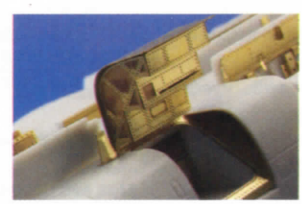
Check out the website too, at ***www.eduard.cz***

SAMI









WIND MARK

If you have a Trumpeter F-14D you may consider upgrading the basic kit seats and Wind Mark have just the thing in the shape of a pair of resin SJU-17 NACES. Each seat is well cast, to which you add the canopy penetration spikes and ejector pull handles. Like most seats both front and back belts are moulded identically though you can make them a bit individual by using the lead foil supplied to produce different shaped shoulder belts for each seat.

1/32

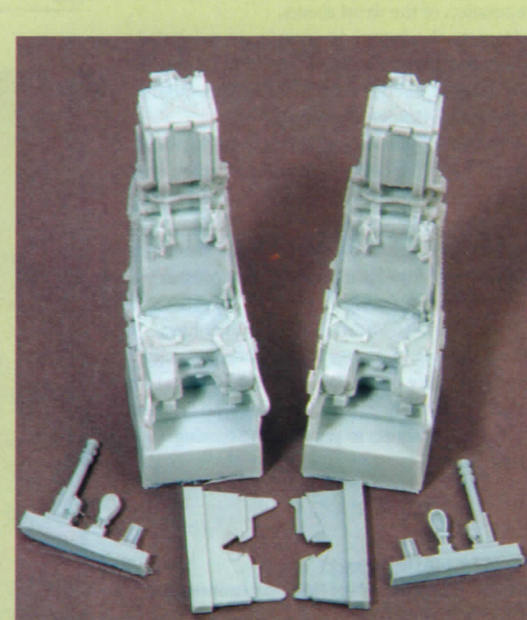
SJU-17 NACES Ejection Seat
Part No. WAS-301
Designed for: Trumpeter

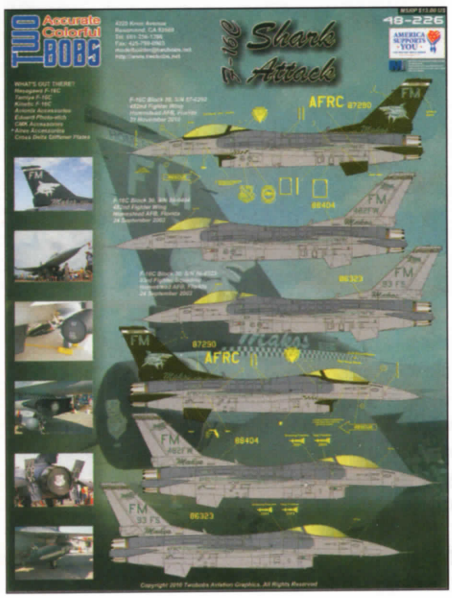
Conclusion

This Korean manufacturer was new to me until we received this sample from Hobby Easy, and looking at their website I found a number of interesting sets including a Naval Flanker conversion in 1/48 and an attractive range of aviation related figures.

www.hobbyeasy.com

SAMI





Two Bob Decals

Earlier this year the US Navy celebrated its Centennial of naval aviation and of course this would be a good excuse to paint an aircraft in a special scheme. But being American they went quite a few better that that with at least 24 aircraft from the current inventory painted in classic schemes from the last 100 years.

Not surprisingly these schemes have attracted the attention of the aftermarket decal manufacturers. Two Bobs have gone with covering the F-18 Hornets, from the oldest variant, the A, to the latest, the G or Growler, all of which are which are painted in a selection of period schemes from the Second World War to Vietnam. The only non-Hornet type covered is an EA-6 Prowler, which is finished in a scheme originally applied to a TBM Avenger at the Battle of Coral Sea.

As a special bonus if you buy all the five Centennial sheets from the Two Bobs website you not only get a discount but also a CD containing over 800 detail photographs used in the preparation of the decal sheets.

Hornets also feature in another sheet entitled Snakes and Dragons, which feature the colourful commanders' aircraft from VFA-86 Sidewinders and VFA-192 Golden Dragons.

Finally we move on to the F-16, not the most colourful of types being predominantly grey, but Two Bobs have done their best with commanders' aircraft of the 482nd Fighter Wing 'Makos', with a black fin and grey shark. Of course the sheet also supplies markings for a couple of line aircraft in more subdued markings.

Finally an F-16 kit that I would never have expected to get markings for is Hasegawa's egg plane caricature of the Falcon, but Two Bobs have scaled down thirty-two options from the last ten years of decal sheets to provide an amazing selection.

1/48

TB48-226 F-16E Shark Attack

F-16C Block 30, S/N 87-0290 482nd Fighter Wing Homestead AFB, Florida 21 November 2010

F-16C Block 30, S/N 88-0404 482nd Fighter Wing Homestead AFB, Florida 24 September 2003

F-16C Block 30, S/N 86-0323 93rd Fighter Squadron Homestead AFB, Florida 24 September 2003

TB48-227 F/A-18C Snakes and Dragons

F/A-18C, BuNo 165200 VFA-86 Sidewinders MCAS Beaufort, NC January 2011

F/A-18C, BuNo 164029 VFA-192 Golden Dragons NAS Atsugi, Japan October, 2009

TB48-228 Centennial of Naval Aviation F/A-18C/E VFA-106

F/A-18C, BuNo 163745 VFA-106 Gladiators NAS Oceana December 2010

F/A-18E, BuNo 165666 VFA-106 Gladiators NAS Oceana December 2010

TB48-229 Centennial of Naval Aviation EA-6B, EA-18G VAQ-129

EA-6B, BuNo 160609 VAQ-129 Vikings January 2011

EA-18G, BuNo 166899 VAQ-129 Vikings January 2011

TB48-239 Centennial of Naval Aviation F/A-18C VFA-122 VFC-12

F/A-18C, BuNo 163733 VFA-122 Flying Eagles NAS Lemoore February 2011

F/A-18C, BuNo 164673 VFC-12 Fighting Omars NAS Oceana February 2011

TB48-231 Centennial of Naval Aviation F/A-18C VFA-204 VX-31

F/A-18C, BuNo 165210 VX-31 Dust Devils NAS China Lake February 2011

F/A-18A, BuNo 162866 VFA-204 River Rattlers NASJRB Forth Worth February 2011

TB48-232 Centennial of Naval Aviation F/A-18F VX-9

F/A-18F, BuNo 166673 VX-9 Vampires NAS China Lake February 2011

F/A-18F, BuNo 166791 VX-9 Vampires NAS China Lake February 2011

Lima November

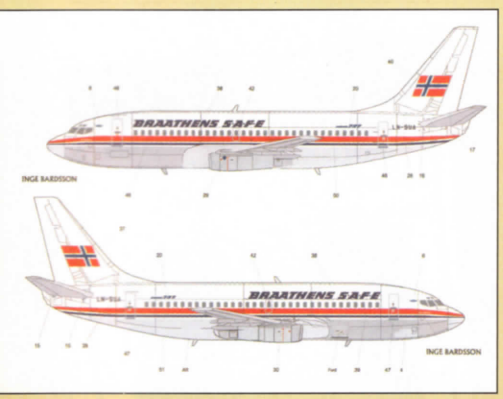
This month's releases from Lima November include two of the schemes for Bratthens S.A.F.E, an airline that had a long history before finally folding in 2004, but not so well-known is Mey-Air, a Norwegian airline that operated a selection of small feeder types for just three years from 1970 to 1973, though their fleet did contain two new Boeing 737-200s on charter operations.

The quality of the printing of the sheets, though at first appearing quite simple, is truly amazing when you see the tiny stencils and door frames perfectly reproduced and is a tribute to the skill of the designers and the printers Boa.

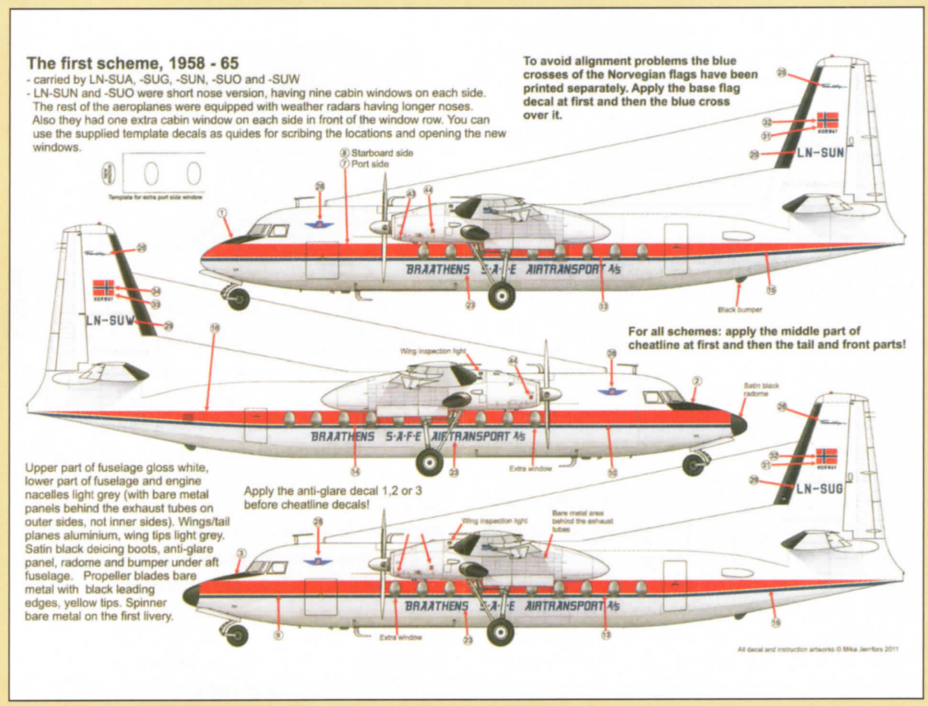
1/144

LN144-524 Braathens SAFE B737-200's old and new scheme

LM-SUA Halfdan Svarte
LM-SUB Magnus Den Gode
LM-SUD Olav Tryggvason
LG-SUG Harald Harfagre
LN-SUG Harald Gille
LN-SIH Sigurd Jorsalfar
LN-SUI Hakon Den Gode
LN-SUJ Magnus Barfot



LN-SUK Magnus Erlingsson
LN-SUM Magus Lagaboter
LN-SUP Hakon V Magnusson
LN-SUZ Hakon Sverresson
LN-SUS Hakon IV Hakonsson
LN-SUT Oystein Magnusson
LN-SUU Harald Hardade


The first scheme, 1958 - 65
- carried by LN-SUA, -SUG, -SUN, -SUO and -SUW
- LN-SUN and -SUO were short nose version, having nine cabin windows on each side. The rest of the aeroplanes were equipped with weather radars having longer noses. Also they had one extra cabin window on each side in front of the window row. You can use the supplied template decals as quides for scribing the locations and opening the new windows.
To avoid alignment problems the blue crosses of the Norvegian flags have been printed separately. Apply the base flag decal at first and then the blue cross over it.
Starboard side
Port side
LN-SUN
BRAATHENS S-A-F-E AIRTRANSPORT A/S
LN-SUW
For all schemes: apply the middle part of cheatline at first and then the tail and front parts!
LN-SUG
Upper part of fuselage gloss white, lower part of fuselage and engine nacelles light grey (with bare metal panels behind the exhaust tubes on outer sides, not inner sides). Wings/tail planes aluminium, wing tips light grey. Satin black deicing boots, anti-glare panel, radome and bumper under aft fuselage. Propeller blades bare metal with black leading edges, yellow tips. Spinner bare metal on the first livery.
Apply the anti-glare decal 1,2 or 3 before cheatline decals!

LN-SUV Harad Harfagre
LN-SUZ Olav Kyrre
LN-BRL Sigurd Munn

LN144-525 Mey-Air B737-200's

Mey-Air was founded in 1970 by the Norwegian ship owner Hans OttoMeyer. The airline's business plan was to operate charter and private flights with a mixed fleet of aircraft including the Cessna 402, Beechcraft 65 and 99, Convair 240, NAMC YS-11 and Boeing 737. The two 737s, registered LN-MTC and LN-MTD, were bought new from Boeing in 1971. The airline ceased operations in 1973, and the two 737s were sold to the American airline Piedmont.

1/72

LN72-507 Braathens SAFE F-27 Friendship

LN-SUN c/n 10108, delivered 1958 and sold 1968
LN-SUQ c/n 10116, delivered 59 and 68
LN-SUG c/n 10176 Harald Harfagre, delivered 1961 and sold 1969
LN-SUW c/n 10199, delivered 1962 and sold 1969
LN-SUA c/n 10212, delivered 1962 and sold 1969
LN-SUE c/n 10245 Harald Gille, delivered 1964 and sold 1975
LN-SUL c/n 10248 Sigurd Munn, delivered 1965 and 1977
LN-SUF c/n 10298 Magnus Lagabeter, delivered 1966 and sold 1976

Conclusion

Though all of these schemes are quite simple they are all quite attractive, and how can you fail to applaud any company who produce decals for a 50 year old kit - even better as Airfix are due to reissue their Fokker Friendship later in 2011.

Lima November decals are stocked by Hannants, Aviation Megastore and Airliner World in Europe and AHS for those living in North America. They are also available direct from the manufacturer Lima November Decals C/O Ruben Husberg, SNØDEVEGEN 4A, 4056 Tananger, Norway, Email ***ruben.husberg@online.no*** Payment can be made by PayPal, cash or bank transfer.

SAMI

Egg Scale

EP-001 F-16 Aggressive Eggs

This sheet supplies markings for sixteen aggressor Falcons in Navy, Marine and Airforce markings including the gorgeous black, white and greys Alaskan scheme.

EP-002 F-16 Falcon Eggs

Another sixteen options covering so many of the classic schemes from previous 1/48 scale sheets including *Hows my driving*, *Tiger Meet*, *Wolf Pack*, *Press to Test*, *Aviano Falcons* and many more.

Conclusion

I am sure many modellers will be building a collection of Naval Heritage schemes making these sheets a must-have, and though I have never had any interest in the Hasegawa Egg planes just the fun of building something so simple with attractive markings would make a change from the more serious projects on the bench... and as the Eggplane is hardly a massive kit, do Hasegawa sell them by the dozen?

Check out the website at ***www.twobobs.net***

SAMI

Kagero

Many readers will have a book from Kagero on their bookshelves as this publisher has produced a whole range of titles covering types rarely covered by other manufacturers. One feature many Kagero titles share is the inclusion of a set of masks or a decal sheet related to colour profiles used in the book.

Now Kagero have reversed this process by releasing the first of a range of decal sheets that includes a small booklet, and their first title covers the P-51 Mustang in the Pacific theatre.

The booklet is produced in a size between A5 and A4 and consists of large colour profiles of each subject plus a small history of each aircraft and pilot. Also noted are any special or unique features such as aerial fit. All of the options are in Natural Metal Finish with the first two having large areas of Willow Green on the rear fuselage with just the control surfaces in NMF. These two aircraft also carry some attractive female art work under the cockpit. The third option is a real Plain Jane, apart from the eight kill markings displayed on a panel, but what makes this aircraft different is that it is an F-6D reconnaissance Mustang, a type rarely covered in model form. This aircraft also features in two thumbnail black and white photographs showing how weathered these machines were in the field.

The decals themselves are produced by Cartograph in all three major scales and include all the individual aircraft markings as well as enough national insignia for all three options, although any stencilling will have to come from the donor kit's sheet. The nose art is very well printed, and all markings are in perfect register as you would expect from this printer.

1/72

KD-72001 Pacific Mustangs Part 1

1. P-51D-25-NA s/n 44-72671, The Enchantress, flown by 2nd Lt. William Saks of 457th FS / 506th FG, Iwo Jima, June 1945

2. P-51D-25-NA s/n 44-72570 Fighting Lady, flown by Lt. Ralph S. Gardner and 2nd Lt. Chester Jatczak of 457th FS / 506th FG, Iwo Jima, June 1945

3. F-6D-10-NA s/n 44-14841, flown by Capt. William A. Shomo of 82nd TRS / 71st TRG, Mindoro, 12 January 1945

1/48

KD-48001 Pacific Mustangs Part 1

As listed above in 1/72

1/32

KD-32001 Pacific Mustangs Part 1

As listed above in 1/72

Conclusion

I was very impressed with this new range. The subjects are different from the normal European Mustangs and the instruction booklet supplies all you need to reproduce the schemes accurately. In fact the 1/32 sheet will feature on our Tamiya P-51 build in a future issue as I just fell in love with *The Enchantress*!

This sheet is available direct from Kagero's website, and costs vary between US$11 and US$16 depending on scale, plus postage.

SAMI

Airscale

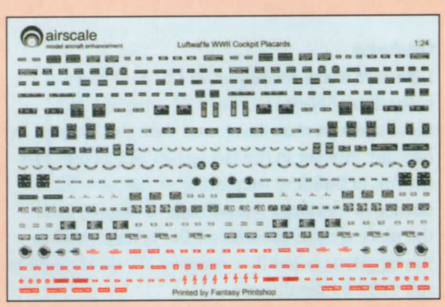
The latest release from Airscale is another set of cockpit placards. This time we have sets aimed squarely at Luftwaffe types of the 1930s and 40s, with each set containing over 100 images, which cover the full range of data plates listed below.

The placards are divided into a number of major types:

General Warnings. Airframe limitation notices, typically to warn against performing actions at speed e.g. opening Bomb Doors, lowering Landing Gear etc

Notices. Instructions or switch position indictors or markings relating to adjacent instruments

Manufacturers' Dataplates. Manufacturer labels indicating aircraft model and serial numbers: Junkers, Messerschmitt, Focke-Wulf, Henschel, plus cockpit ancillary manufacturers such as Bosch, Lorens and Askania



Primary Instructions. Red Label guidance on basic functions, features and selection positions of major cockpit components

Radio Labelling. Dataplates and tuning instrumentation for Bomber & Fighter radios

1/24

AS24SCH WW2 Luftwaffe Cockpit Placards and Data Plates

1/32

AS32SCH WW2 Luftwaffe Cockpit Placards and Data Plates

1/48

AS48SCH WW2 Luftwaffe Cockpit Placards and Data Plates

Conclusion

I am having a real love affair with this range and all the models I have made this year have featured either dials or placards, including a few like a Mustang car engine and M1114 AFV that are far from what the manufacturer intended.

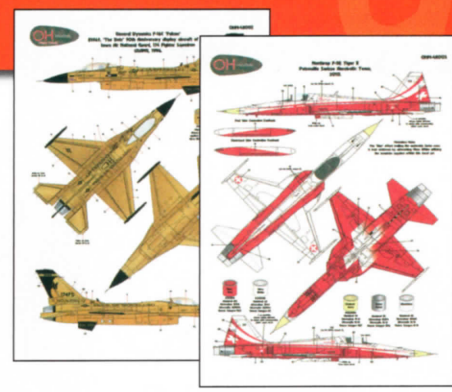
These placards will add the finishing touch to any Luftwaffe model and I cannot see why any serious modeller will not want to have at least a couple of sheets in their decals box.

To order the Airscale range you can visit their website, which also includes some useful links and a tutorial in applying their decals. The web address is www.airscale.co.uk and they can be contacted via email at ***info@airscale.co.uk***

SAMI

airscale
model aircraft enhancements
Cockpit Placard Decals
WW2 Luftwaffe Cockpit Placards
Scale: 1/48
Product: AS48 SCH
Individual Cockpit Dataplate decals in 1:48 scale are designed for kit,
airscale
model aircraft enhancements
Cockpit Placard Decals
WW2 Luftwaffe Cockpit Placards
Scale: 1/32
Product: AS32 SCH
Individual Cockpit Dataplate decals in 1:32 scale are designed for kit, modified or scratchbuilt cockpits and represent many Placards and Dataplates found in most Luftwaffe aircraft.
Suitable for Luftwaffe aircraft from the 30's & 40's these Dataplates are found throughout the cockpit instrument panel, sidewalls and ancillary equipment such as Throttle, Bomb & Flap quadrants and FuG. Radios

OH Models



This month we feature one of the first sheets from OH Models, covering a biplane from 1918, and their two latest projects for very attractive subjects from 1996 and 2011. Like all OH Model sheets the instructions make it very clear where all the markings go, and include paint matches to a number of major paint brands from around the world, while the decals themselves are beautifully printed.

1/32

OHM-32-002 Bristol Fighter 'The Crocodile'

The first two sheets that OH Models released were both aimed at the Wingnut Wings Bristol F.2B Fighter and enabled the modeller to reproduce easily some of the most colourful schemes applied to Allied aircraft just after the end of the First World War

The crocodile was covered with black and white checks over the upper and lower surfaces and 90% of the fuselage, while an impressive set of jaws in the process of eating a fish featured on the nose. This is a complicated scheme and needs no less than 3 sheets, with all the black and white checks supplied already sized to fit the Wingnuts model and the jaws supplied as multi-piece assemblies to ensure a perfect fit around the nose.

Combine this sheet with the amazing Wingnuts kit and you will have a stunning looking model that looks a lot harder to produce than it actually will be, but there is a fly in the ointment. If you are interested in this sheet you will have to act very fast as both the early Bristol fighter sheets were produced in a very limited run of only fifty units and at the time of writing the stock left is in single figures.

Bristol F.2B, C4879, 'The Crocodile'

This machine was photographed at Witney soon after the armistice and is believed to have been the personal mount of the wing examining officer of 33 TDS.

1/48

OHM-48-002 F-16C, 50th Anniversary Iowa ANG 1996

1. F-16C, 85-565, 174 FS, Iowa ANG

This scheme enables you to reproduce am F-16 in the commemorative scheme from the Iowa ANG with the classic black bat tail markings. What makes this different from the normal grey is that the aircraft is finished in a gold scheme with black trim, complete with 50th Anniversary across the spine.

OHM-48-003 Patrouille Suisse 2010/11

This sheet enables you to build any of the current 201/2011 team F-5Es and supplies nearly all the tricky bits including the pin stripes - it is mainly a case of painting the larger red and white areas and then adding all the decals to finish the model. However you will need an airbrush to portray the blurred edge to the large under fuselage cross correctly. OH has supplied a paper mask on the instruction sheet to try and help make this as painless as possible. A complete list of pilot names and their positions in the team is supplied but you will have to do some research to tie up the pilot names with aircraft serials.

Conclusion

A very interesting selection of sheets, which only happen when a modeller produces sheets that he really wants, and then makes them available to the rest of us as well.

Like all OH Models products, sheets are stocked in very limited quantities so they will only be available for a short while. If you are interested do not delay in visiting their website at ***www.ohmodels.co.uk*** while on the show circuit Little Cars.com is carrying the OH Models range.

SAMI

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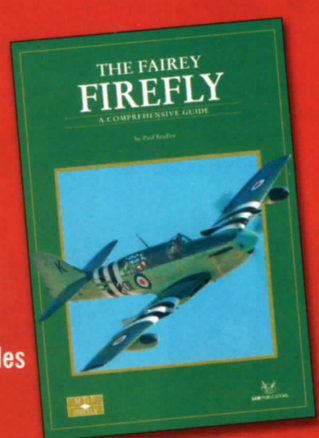

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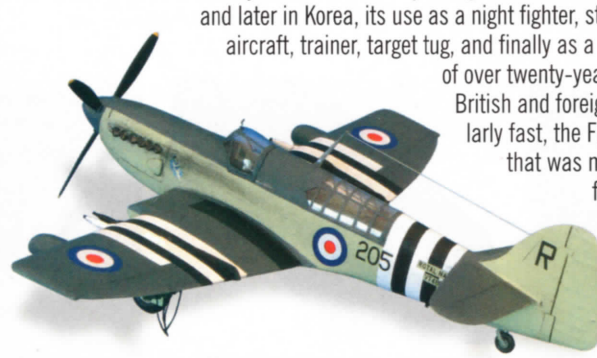
MDF19 The Fairey Firefly

Built to an outmoded concept, possessing a less than sparkling performance, and obsolete in its primary fighter role by the time it entered service, it might be said that the Firefly was doomed to obscurity by 1945. But this charismatic aircraft earned a stellar reputation – from its strikes on the Tirpitz, through its use against the Japanese in the Pacific, to its role in the Korean War, the Firefly proved itself to be an excellent strike aircraft, able to attack many types of target, engage in a dogfight with the nimblest of opponents, and take on roles never envisaged by its designers.

This new book charts the development of one of the most versatile naval aircraft ever to see service. Author Paul Bradley looks at the Firefly's origins as a naval fighter, its use in World War II and later in Korea, its use as a night fighter, strike fighter, anti-submarine aircraft, trainer, target tug, and finally as a 'live target' during the course of over twenty-years of active service in both British and foreign hands. Whilst not particularly fast, the Firefly was a good performer that was much appreciated by its pilots for its excellent agility and handling, and whilst it couldn't carry the heaviest of payloads, it still packed a substantial punch.



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Quick Build

HobbyBoss F-84E Thunderjet

HOBBYBOSS 1/32

BY DAVID FRANCIS

On opening the box of HobbyBoss's latest kit I was very impressed. It is filled to the brim with finely engraved plastic parts, all individually wrapped, with added padding around delicate sprues like the canopy to prevent damage in transit. Also included are some optional white metal legs, and - love them or hate them - the tyres are moulded in vinyl. Three sheets of decals are supplied offering two attractive schemes carried by the F-84 over Korea, which are illustrated on a large A3 colour profile.

But what impressed me most was the price. At £45 for such a packed box this kit represents a bit of a 1/32 bargain, as some other manufacturers would have priced this at nearer £100. But a bargain kit is only a bargain if the kit assembles well, so let us proceed and find out if this is a good buy.

F-84E Thunderjet

TECHNICAL DATA	
Scale: 1/32	Kit No: 83207
Price: £45.99 US$78.29	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 150, Clear 12, Metal 9	
Manufacturer: HobbyBoss	UK Importer: Creative Models
US Importer: Squadron	

Construction

The cockpit is about as good as it gets in plastic with some nice raised detail, and even the fuse box on the side of the foot well is represented as separate part. A choice of ejector seats is provided and the first option is normally fitted to the E. These are multiple-part assemblies that only need the addition of aftermarket seatbelts to look the part.

The forward cockpit coaming is very well represented with gunsight, reflector and HUD screen and I just added a square cut from holographic confetti to the top of the reflector box.

Moving forward we have the gun and undercarriage bays, and again these are very nicely detailed and the only improvement I made was to replace the plastic rod gun barrels with brass tubing from Albion Alloys, though to be honest the difference is barely noticeable. It was at this stage I removed the pitot tube from the nose as I just knew this would get accidently removed during construction. After the removal of the plastic part I drilled a hole in its previous location, and once all the major construction was finished brass rod and tube was used to produce a stronger replacement.

My attention now turned to the undercarriage and airbrake bays, and again there is a small mistake in the instructions as these are described as Interior Green rather than the correct Zinc Chromate Yellow. I

One of the nicest features of the kit are the three cast metal nose weights, which are perfectly shaped to fit inside the ammunition tray and under the gun bay

One of my few quibbles with this kit is the colour notes, as HobbyBoss describe the cockpit as Field Green rather than the correct Interior Green

Blanking plates made from scrap plastic will need to be fitted in the fuselage

The moulded detail in the wheel bays is exquisite and I used AK Interactive Grime Wash, thinned 50% with white spirit, to lift it out

used Tamiya XF-4 Yellow Green.

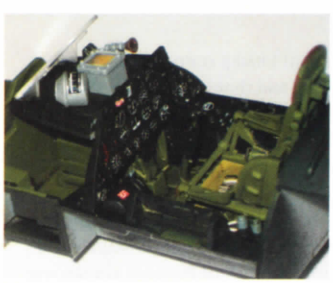
Next came the wing and fuselage assemblies, but first I added some blanking plates behind the various intakes on the fuselage side to prevent a view through the fuselage.

Like many of the major parts the sprue attachments are on the joining surface, which is a clever move as it means with careful cutting you can avoid any damage to the visible parts of the model. The downside is that you have to make sure you remove all the stub from the joining surfaces to get a good fit, but in my case a quick rub with a 400 grit sanding stick did the job perfectly. The only area that took a little more work was the panel on the port wing which on later variants had an air-to-air refuelling bay. Fit was not perfect but not really bad, it only really gets a mention as I used more filler here than on any other part of the kit.

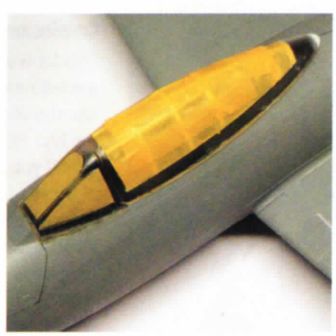
Assembly proceeded rapidly with only the smallest amounts of Mr Surfacer along the fuselage spine to get a perfect finish. The wings and tail come complete with separate control surfaces and flaps and you also get the choice of plain wing tips (Rarely if ever seen on an E) or tip tanks. One thing to note is that when you add the navigation lights to the tip tanks, after colouring the interior port red or starboard blue green you will need to paint the pilot facing surface of each clear part silver to avoid dazzling the pilot.

Now to two small quibbles. Firstly, there are four fuel dump pipes on either side of the rear fuselage, while in all my photographs there are only two in the forward location. The second and more major is the separate airbrake. On the F-84 this was nearly always in the lowered position on the ground so very noticeable. The kit supplies a brake with numerous holes but most references say this was only fitted to the later G model. I beg to differ as in one of my references (Osprey's F-84 over Korea in colour) there is an E model with this style of brake but this is very rare. Most F-84Es had a brake with four rectangular slots; time limits meant that I had to go with the kit-supplied brake but to be 100% accurate for the kit's options you may want to scratchbuild a replacement from Plasticard. Rumour has it that the next boxing of this kit will include the earlier airbrake, and that Eduard may include it on one of their brass updates.

The tyres on this kit are vinyl with



I upgraded the instrument panel with individual dials from Airscale's USAAF 1/32 and 1/48 sets, while I used their placard sets not only in the cockpit but also in the gun and undercarriage bays to good effect



Canopy masked and tacked in place. Barely visible are the tiny amounts of filler needed on spine and wing

You get a choice of undercarriage legs. I would really recommend using the metal examples as these are easy to clean up, fit perfectly, and add a great deal of strength especially to the thin nose leg, which in plastic may be a weak spot bearing in mind the cast nose

The ammunition box hides one of the nose weights in the open nose bay

separate plastic hubs, which does make painting easy, although the two plastic parts do not touch inside the wheel so you need to glue them to the vinyl with PVA or something similar. The canopy of the F-84 is quite complicated to paint as early in production white reinforcing strips were added to the inside. HobbyBoss have moulded these on the outside of the canopy, which certainly makes masking with Tamiya tape easier if not 100% accurate.

I used odourless superglue to attach the windscreen and PVA as a temporary fit for the canopy as I wanted to reattach it after painting in the open position.

Painting and Decaling

Having already masked the canopy I cut some of the foam that comes in Aires resin sets to fill the undercarriage and flap bays. I like using foam as it expands to fill any gaps and avoids getting paint where you do not want it. Next came an overall coat of Halfords aluminium car paint before individual panels were painted with various shades of Alclad and Mr Color metallic paints. Finally the anti-glare panel was painted with Tamiya JGSDF Olive Drab XF-74.

Different shades of metal make for an interesting look

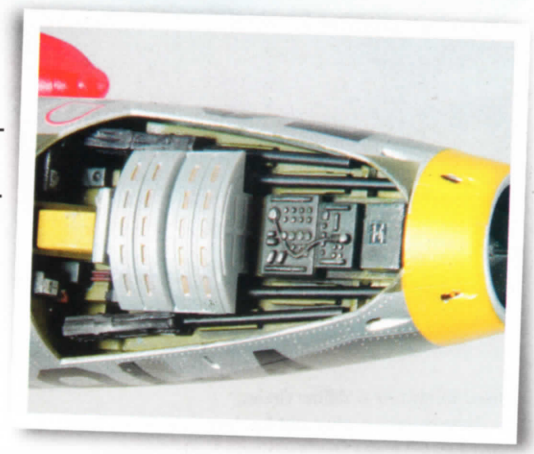
The kit supplies markings for two options:

- *F-84E-25, 8th FBS, Korea, This aircraft has a yellow and black striped trim on tail and wing tanks and yellow nose ring and nose wheel doors*
- *F-84E- 9th FBS, 49th FBW, Korea, This aircraft has a red and white striped trim on tail and wing tanks and red nose ring and nose wheel doors*

The decals are an odd mix of being beautiful and a right pain, as they are well printed and very thin, settle down very well with Sol and Set and can adhere to the most complex of shapes like the yellow nose ring. The bad news is they wrinkle easily and certainly larger items like the USAF markings are very hard to apply smoothly. Admittedly with plenty of lubrication you can flatten them out, but on my next model I will avoid the grief by cutting the larger items into smaller sections. You will need to cut up the large blocks for the port fuselage side. This is because the yellow wing squares are not aligned with the intakes they are supposed to surround, but if you cut the large decal up into five parts you can get it all to line up easily. To finish the painting a light coat of Xtracrylix varnish was applied to blend everything in before some subtle weathering was applied.

Final Bits

After unmasking I removed the temporarily attached main canopy from the model. You can now fit the rear deck, which is a beautifully detailed assembly made up from ten parts, although you can add a few extra bits of wiring. I also used lycra thread to represent the retraction cable. If you wish to show the canopy open you will need to cut away a small amount of plastic from the underside of the decking so it will clear the retraction slot surround. The completed deck was now attached to the inside of the canopy with PVA before superglue was used to attach the canopy permanently in place.



You are provided with a massive selection of Korean War weaponry, and you can pick from six different sizes of bombs, 4-inch rockets in a two-tier arrangement, or the massive 9-foot long Tiny Tim rocket. You also have a set of drop tanks, which is the loadout I chose, but to be different one of my tanks is painted bright red and represents the modified tanks that were filled with supplies instead of fuel and were dropped to downed pilots to help them escape.

The nose pitot is scratchbuilt from brass rod and tube to prevent accidental removal

Conclusion

This kit is a bargain! I had a couple of weeks of modelling pleasure and though I chose to use a small amount of aftermarket parts this was really gilding the lily. Fit was near perfect, something that is a big help if you are reproducing a natural metal finish.

So yes, it is a good buy and in my opinion most 1/32 modellers should have at least one example in their collection or on the to-do pile, especially if we start to see aftermarket decals for more Korean war options. Also promised later this year is the later G variant, which will open up a whole world of attractive USAF schemes, and it was this variant that was exported in massive numbers around the world.

SAM!

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1:48 Nimitz Deck with JBD and Catapult

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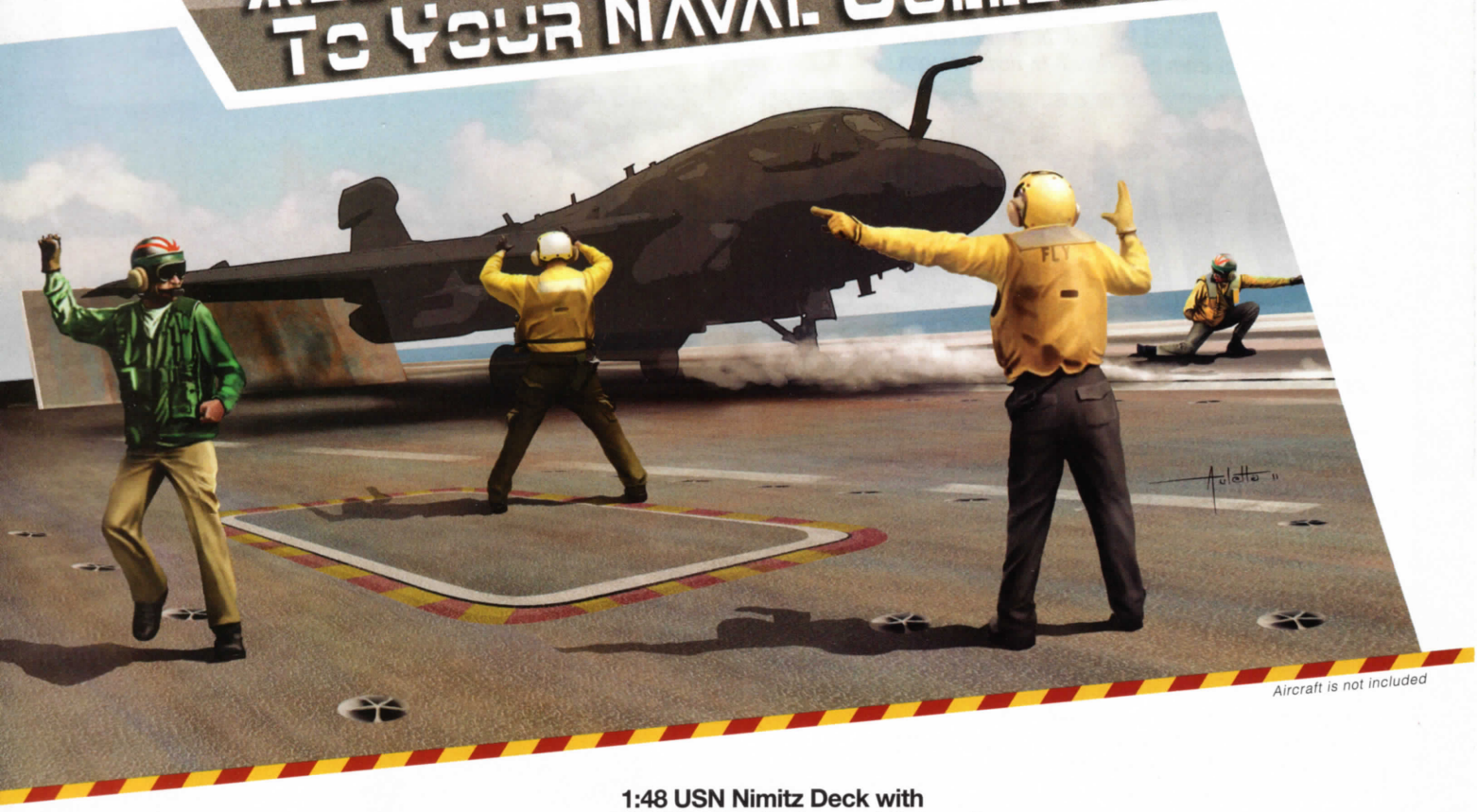
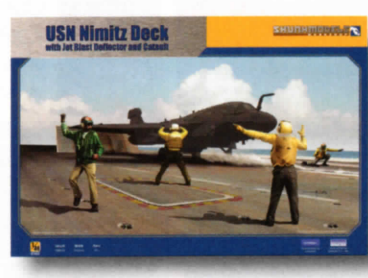


Aircraft is not included

1:48 USN Nimitz Deck with Jet Blast Deflector and Catapult SW-48020



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1/48 SCALE

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Seen on the Squadron stand – the latest Encore upgrade in 1/48. Monogram's injected kit will be supplemented by resin details and decals from Squadron's in house ranges

The star of the show for many was Revell's new-tool PV-1 in 1/48, which we are advised should become available in December

OMAHA By the Sea

BY GARY HATCHER

This year's IPMS US Nationals took place in Omaha, a town that had hitherto not registered on this writer's radar, but one that is now enshrined in memory, largely thanks to the wholly agreeable experience this year's show turned out to be.

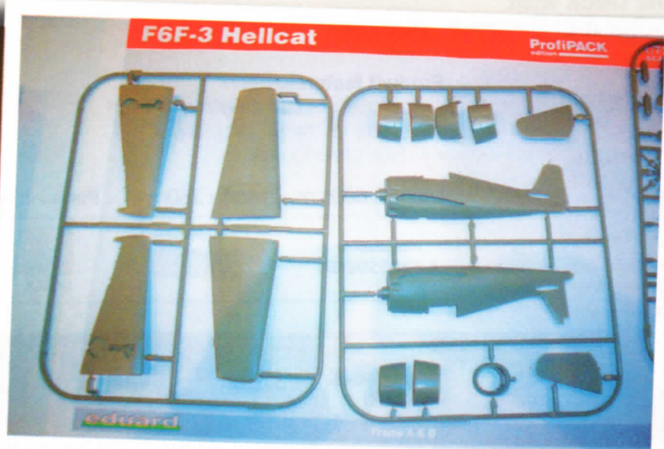
Congratulations to all involved in the organisation and seamless running of the show, but especially to IPMS Fort Crook President Mike Whye and to 'Air Boss' Scott, whose work and commitment made the whole thing possible. The high standard set by the hosting chapter was matched by the venue, the La Vista Conference Centre, which, along with the adjoining conference hotel, received accolades from those attending.

Likewise impressive were the competition entries, which lived up to the high standard that has become the accepted norm at US shows.

See Model Aircraft for a look at some of the outstanding entries in the competition. Here, in SAMI, we are pleased to present some of the highlights from the Vendors rooms.

SAMI

One of the big surprises of the show was a first test shot of Zoukei-Mura's remarkable P-51, seen here in an advanced state of undress. Visitors were invited to contribute to a 'wish list'. Whoever added the Koolhoven 58 may expect to be disappointed

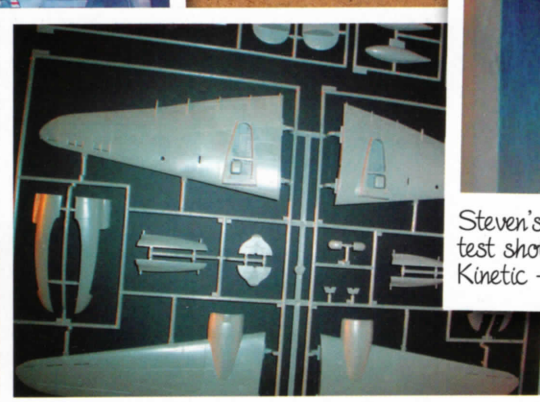


Eduard's 1/72 Hellcat made its debut and received a great deal of favourable attention and comment

Also present was the 1/32 Skyraider, a stunning kit from Zoukei-Mura now ready for release

Kinetic's Greyhound – not ready yet, but the box art was on display

Steven's International were displaying a number of test shots, as well as this announcement from Kinetic – an all-new 1/48 A-6E Intruder



Test shots and sprues of the new Revell PV-1 were on display, and the tooling looks smart, the engraving just right, and the overall package looks like it will make for an excellent kit

Displaying with Isra – this new 1/48 Texan II looks like a very useful kit

At Last! Two years ago we put a Buckeye on the cover. Finally we meet at a US Nationals! Nice one Special Hobby

Oh Magnificent! This example of Anigrand's 1/144 C-5 Galaxy was displayed on the Rare-Planes stand., and deserved to have been winning prizes in the competition. It really did look outstanding!

The Centennial of US Navy Aviation – the central theme behind the show

Of course the finished models are what it's all about. This figure, entitles 'The Navigator' was one of many memorable entries in the competition room

TANDEM!

A Brazilian/Irish Trainer from Scotland

BY COLIN PICKETT

Anyone trying to make a collection in quarter-scale of current RAF aircraft has had a bit of a hole in their collection, with Tucanos being a bit thin on the ground. I'm only aware of one other kit (in resin) by ACONCAGUA, however I've never managed to get my sticky paws on one so consider it a rarity. Luckily the Kilted Kitmakers of Livingston, Scotland, have again come to our rescue with a resin kit of the Brazilian trainer.

The Shorts Tucano T.1 entered service with the RAF in 1990, being a licence-built version by Shorts, fitted with a number of RAF-specific modifications including the Garrett TPE311 turboprop engine. A2Zee have produced two different boxings of their kit to date (dare we hope for more), one which covers the standard 'any colour as long as its Black' markings, and one offering the 2010 camouflaged display aircraft.

Opening the sturdy box presents you with a collection of grey resin parts coupled with etched brass, white metal and clear resin, all carefully packed in zip-seal type bags safely packed in bubble wrap - pretty much postal service proof. Also packed in is a set of vinyl masks for the canopy and the decals. The instructions cover a number of pages with photographs showing the more hard-to-understand areas of the build, the bulk of construction being covered by text, a method which some may find irksome, however most of the kit is self-explanatory, especially if you have a number of builds under your belt.

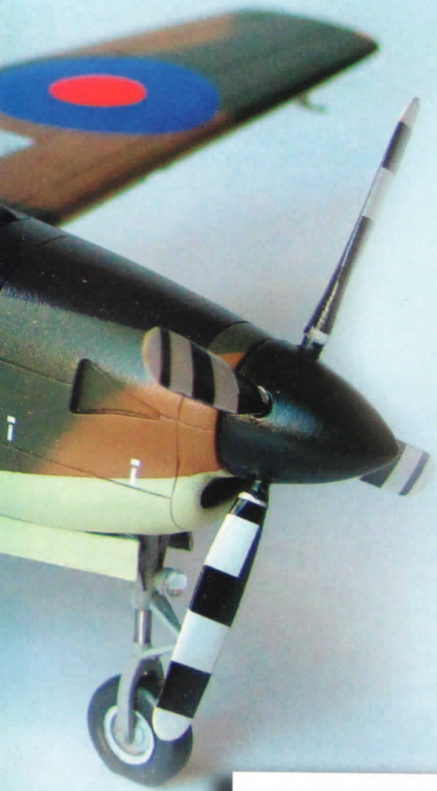
First job was to give the resin parts a wash with warm soapy water to remove the traces of mould release agent that may be present. It's worth noting that all of the parts, including the white metal components, are really well cast, needing very little in the way of cleaning up before use.

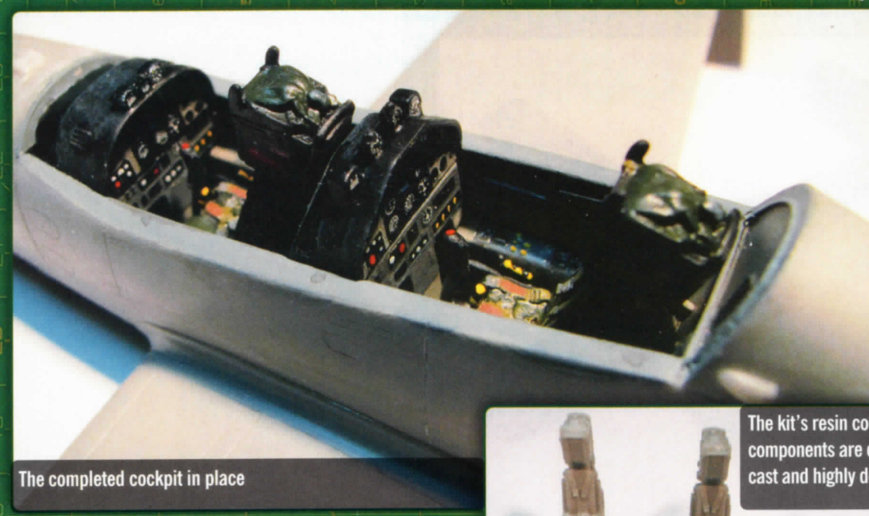
As with nearly all builds the action starts in the cockpit, in this case painting all of the interior pieces. The instructions have some small colour reference pictures on them, which I found invaluable for this task, and credit to A2Zee for having the foresight in including them as I found that decent colour interior pictures of Tucanos were hard to come by, even on the Internet.

The interior is well detailed, with the only addition I made being some red labels to the head box of the ejector seats from offcuts of old decals, and instrument dials from the superb Airscale 1/48 decal sheet (#AS48 RAF). The Tucano has a large cockpit transparency so the extra effort is worthwhile. I added extra painted detail to the knobs and buttons with a sharpened cocktail stick, with the kit's etched brass levers adding the extra sparkle. Whilst on the subject of the canopy, the resin part supplied by

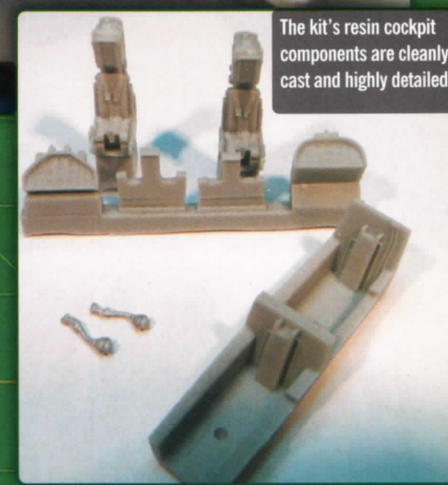
Shorts Tucano T.1
2010 Display Markings

TECHNICAL DATA	
Scale: 1/48	Kit No: ACRK48-02
Price: £45.00	Type: Injection Moulded plastic
Manufacturer: Alley Cat	
Available from: www.a2zeemodels.co.uk	



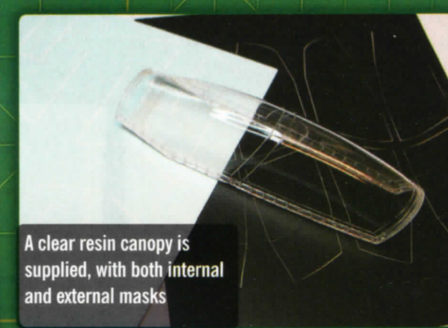


The completed cockpit in place



The kit's resin cockpit components are cleanly cast and highly detailed

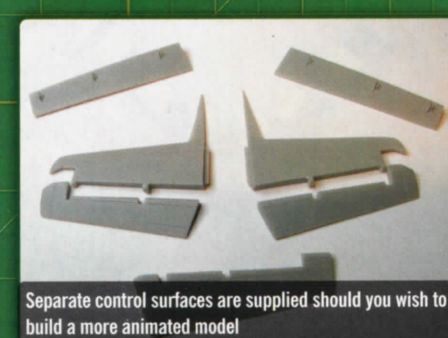
A one-piece fuselage makes for a clean and speedy build, and the airframe is rapidly assembled in a very short time



A clear resin canopy is supplied, with both internal and external masks

Detonation Cord decals installed with a coat of Klear to seal them in

Underside painted, ready for masking. The 'Battle of Britain' scheme calls for Sky – an unusual sight on a Tucano

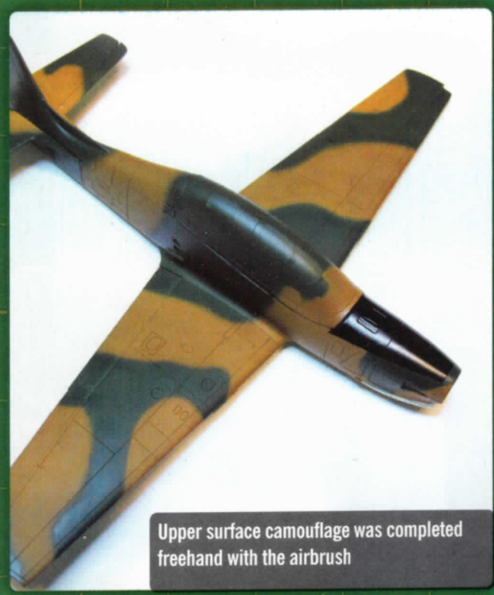


Separate control surfaces are supplied should you wish to build a more animated model

A2Zee was superb, outshining many of the usual polystyrene parts I've seen in even very recent kits in clarity and detail. Masks are included for the inside of the canopy as well as the outside, and decals for the Miniature Detonation Cord (MDC) are also supplied, a vital detail in most modern aircraft. I gave my canopy a dip in Klear/Future to add extra clarity as well as to seal the MDC decal in before progressing.

The fuselage comes as a one-piece assembly, eliminating the need for a seam across the top and bottom, with the cockpit tub slotting into the base of the fuselage through the hole left for the one-piece wing to fit into.

Once this is in place it's time to install the nose weight - vital in any Tucano build as they tend to be tail-sitters (my 1/72 Airfix model teeters between two

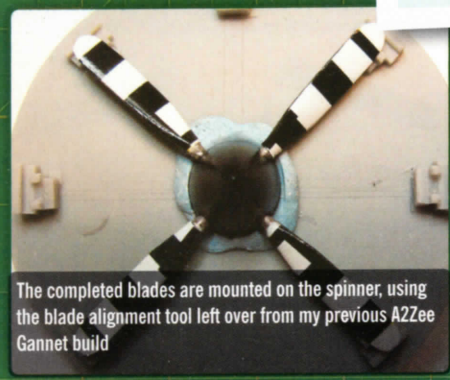

Upper surface camouflage was completed freehand with the airbrush

Marking up was a painless task due to clear colour diagrams and excellent decals

White metal propeller blades, polished and ready for paint

Masking applied ready for the yellow propeller tips

Masking tape protects the white painted side of the blade whilst black is applied


The completed blades are mounted on the spinner, using the blade alignment tool left over from my previous A2Zee Gannet build

The kit wheels painted on their casting block and ready for installation

and three wheels at will). Thoughtfully A2Zee provide white metal weights cast into the correct shape that just drop into place, making sure that this one will stay on three wheels. I stuck the weight in place with a drop of superglue just to stop any rattling… no need really, just neat and tidy.

With the nose in place the wing could be fitted, again a simple operation of just plugging it in position and running some thin superglue around the joint to fill any gaps. At this point you'll need to choose between having the flaps up or down, and likewise the ailerons and elevators come as separate parts, so you need to decide if they will be deflected or not. I opted for flaps up, with ailerons and elevators neutral, however if you were to add a couple of pilot figures you could make a very animated pre-flight or flying Tucano model.

With the fitting of the tail surfaces and rudder (again excellent) it was quickly onto the painting stage.

This version of the kit has decals specific to the WWII camouflaged aircraft from the 2010 display season and as such you can build either ZF317 (QJ-F) or XF171 (LZ-R) both of which operate from RAF Linton-on-Ouse. The colour markings sheet helpfully provides paint options in the Humbrol, Xtracolor, Xtracrylix, Lifecolor, and ModelMaster ranges so there should be no problem finding the colours needed in your local hobby shop.

I masked up the outside of the canopy, having already painted the interior, and fitted it in place using tiny worms of Blu-Tack to form a seal around the cockpit edge so the chances of leaking paint and overspray in the cockpit were eliminated.

I have recently started to key in the surface of all my models before painting where possible to increase paint adhesion so a fine sanding sponge was employed for this task, before a good dusting down. After a cursory clean up with an alcohol wipe the Tucano received an all over coat of Xtracrylix Sky to show up any defects and surface marks (a coloured primer if you like). Then it was out with the Tamiya tape to mask off the bottom half, before a coat of

Dark Earth on the top. The Dark Green was then applied freehand following a fine pencil line drawn on the surface to match the pattern on the plan provided.

One feature of the display Tucanos was the paintwork being matt with the stencils and markings being gloss, however I couldn't see a way of managing this without risking decal silvering, so a coat of Klear provided the glossy base for the decals all over.

The decals themselves are superb quality, all in register, hardly any additional carrier film, and wonderfully thin. They settled well and will cope with a small amount of repositioning with no need for setting solutions beyond a coat of Klear after application. A thin coat of acrylic matt varnish took the sheen off of the Klear to provide the result I had been looking for.

The propeller blades pose their own particular challenge, with the front faces being black and white stripes, the rear faces being black and yellow.

After mulling the problem over I decided to paint the front faces white and the back faces black with the yellow tip, the black stripes being made up with the infinitely useful Xtradecal black decal stripe sheet, thus avoiding a long and aggravating masking job. The decal strips were sealed to the white side with a coat of Klear/Future, which was allowed to dry before I cut them to size on the propeller itself with a brand new scalpel blade, the Klear/Future providing the additional rigidity needed to get a clean cut.

The undercarriage legs are provided in White Metal, ideal really as this is quite a heavy model when completed. I polished the oleo legs before painting to get a shine on them, whilst adding a couple of brake lines from lead wire. I also added one of Little Cars' 2.5mm Little Lights to the front oleo leg to replicate the landing light. The undercarriage doors were painted black inside in keeping with current RAF practice and sky on the outside before being installed. A small amount of filing was required to get a good fit but nothing to get excited about. The wheels are resin parts with an inbuilt flat on the bottom for a weighted effect.

With the Tucano resting on its wheels I then moved onto installing the ejector seats, which are again good scale representations of the real deal. The kit also comes with a full etched brass aerial fit, each with a small tab to help locate it in the pre-marked locating hole. I re-drilled each of these as I'd managed to fill them with paint. A diagram shows where all of these parts go making this an otherwise simple task. The extended boarding step was also installed at this point.

Finally the cockpit transparency was de-masked, with the etched detail parts added to the inside, including handles and internal braces. The kit comes with small etched brass parts for hinges, which are either installed flat for a closed canopy, or usefully, bent at 90 degrees to give a solid mount if you want to display the cockpit open as I did. It's also worth leaving the cockpit mirrors off until this point as I managed to ping mine off a number of times during construction.

The folks at A2Zee are making models by modellers for modellers, with a lot of thought and forward planning going into each kit. The A2Zee Tucano is certainly a great kit in many respects and in my opinion fantastic value for money, the asking price reflecting the fact that this is a complete package, with no real need to add extras unless you really want to. The engineering of the kit means that it is a simple build, certainly easier than many normal plastic kits that I've made and as such would make an ideal first resin kit.

I can see this being my kit of the year, offering both a long neglected subject and a very enjoyable and problem-free build. Now all I need is a Black one, although with the Tucano finding itself in the RAF's publicity role more and more, and with some attractive schemes in its recent history, perhaps we can look forward to some other colourful boxings soon?

SAMI

The IPMS/USA QUARTERLY

IPMS (USA) Column

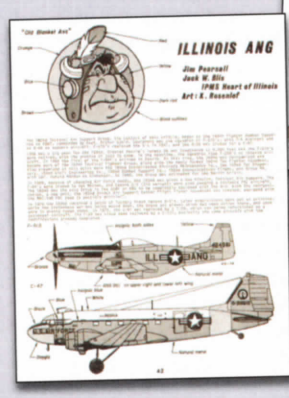
BY JIM PEARSALL

From 1964 to 1987 members of IPMS/USA had the joy and anticipation of receiving the *Quarterly*. There were ninety issues, spread out over those twenty-three years. If you're inclined to do the math, that comes to 3.91 issues per year. Not bad, considering that Volume 9 was only two issues, and Volume 23, the last year also only had two. On the other hand, Volume 1 had six issues, which is overachieving for a quarterly.

The *Quarterly* had a few columns by the President, the Editor, and of course letters from the masses, but the majority of the magazine, which usually ran fifty or more pages per issue was information the modeler needed to do subjects other than what came in the box. The modeling magazines of the 60s and 70s had some drawings with markings information, but sometimes these were suspect. The *Quarterly* usually supplied drawings and photographs of aircraft, ships, armor and autos that you probably wouldn't find anywhere else.

That is not to say that every article and drawing was absolutely correct and perfect. The 'Feedback' column often ran to three or four pages, with additions, corrections and comments on the last issue's articles. Nevertheless, I always read my issue cover-to-cover, because it was about the best thing on modeling I could get my hands on.

I remember a photo article by Al Piccirillo. The recurring theme was 'Planes the Members Flew'. Al had some great black/white photos of his F-4,



One of the finer examples of a Quarterly article. At least that's my opinion (Copyright IPMS/USA)

The Quarterly was an authoritative source of information on markings (Copyright IPMS/USA)

named *Flave*. He also specified that the dragon and name on the intake were done in Pactra's Ancient Purple model paint. He could say this with authority, because he's the one that painted it. You don't get any better than that!

The tips and techniques pages were usually far too intricate and/or required skills I didn't (and still don't) possess, but the drawings and photo articles were always a great starting point for a build project. I built Monogram's 1/72 B-52D, using markings I found in Volume 5 #4. The reason I know this is that I wanted to do a 1/144 B-52D in the same markings, and my copy of the *Quarterly* has been misplaced in the last forty years. I was able to get a photocopy of the article from National Headquarters. Thanks MJ.

Back to the build. The article had the nose art, camouflage scheme, with FS595 color references, and an additional article on details for the cockpit and tail gunner position. You couldn't get this kind of information from a commercial magazine at that time.

The technology of the day didn't have computer generated graphics. Everything was done by a few staff artists who put in a lot of time and effort turning photos and text descriptions into side view profiles or 3-view drawings, which could be used as the basis for a model. These guys must have worked for many hours to get usable drawings, and it was done by hand.

My own experience with the *Quarterly* was an article that Jack Wyzlic and I did for Volume 11, #1 on aircraft of the Illinois ANG at Peoria. Since I was in the ANG unit, we got permission to get some historical photos of aircraft from the unit's photo shop. It was very useful that I know a (now retired) Chief who was there with the P-51s, and still remembers most of that stuff. So we then wrote the text for the article. I don't mean typed, I mean wrote. That's why Jack's last name is misspelled. The Editor couldn't read my hand writing.

The photos were sent to Karl Rosenlof, who turned them into side view profiles. Great stuff, and I'm still grateful to him for his expertise.

The *Quarterly* was later supplemented by the *Update*, which came out six times per year, with the purpose of keeping the membership up to date on happenings and to provide news, while the *Quarterly* remained the source for markings and conversion information. These two were combined into the IPMS/USA Journal, the current publication.

SAMI

USA Events

9/10/2011
SVASMCON 27
Sharon VFW Post # 1338, 439 East State St. Shenango Valley Area Scale Modelers. Davey Taylor 724-734-3667

9/10/2011
Gateway to the West Contest and Swap Meet
Hitter's Choice Cages, 534 Workman Rd. IPMS/Gateway. Doug Barton 636-332-9960

9/10/2011
uperCon 2011
Bob Duncan Community Center - Vandergriff Park, 2800 S. Center Street. IPMS - Fort Worth Scale Modelers. David Hawkins 817-605-1433

9/10/2011
IPMS Reno 'High Rollers' Invitational Contest Number 12
Desert Heights Elementary, 13948 Mt. Bismark.IPMS Reno High Rollers. Douglas Summers 775-835-0140

9/10/2011
Model Car Contest at the Rod Run to the End of the World
Wilson Field, 25815 Sandridge Rd. IPMS/Scale Auto Builders Ass'n (SABA). David Fletcher 503-314-2063

9/17/2011
Piedmont Scale Modelers 2nd Annual Fall Modelfest
Byrnes High School, 150 East Main Street. IPMS/Piedmont Scale Modelers. James Moody 864.505.4337

9/17/2011
OHMS/Evergreen Museum Model Contest and Show 2011 (R-7 Regional)
Evergreen Aviation and Space Museum, 500 NE Michael King Smith Way. IPMS/Oregon Historical Modelers Society. Brian Yee 503-309-6137

9/17/2011
AutumnCon 2011
Clarion Inn, 501 N. Hwy 190. Northshore Scale Modelers, Houma-Thibodaux Scale Modelers. Andy Useman 225-229-8204

9/17/2011
PennCon 2011
Silver Spring Banquet Center. 6471 Carlisle Pike. Central Pennsylvania IPMS. Frank Froment 717-350-0717

9/17/2011
13th Annual Air-Zoo contest
Air-Zoo Museum. 6151 Portage Road. IPMS/Kalamazoo Scale Modelers/ & IPMS/West Michigan. Rod Millard (616) 754-9648

9/17/2011
IPMS Day at the Museum
Pueblo Weisbrod Aircraft Museum. 31001 Magnusun Ave. IPMS/Legacy. Chuck Holte 719-590-6270

9/23/2011 to 9/24/2011
IPMS AMPSEAST 2011
Danbury Plaza Hotel, 14 Old Ridgebury Rd. IPMS/Northeast Military Modelers Association (NMMA), John Gazzola (860) 617-1413

9/24/2011
15th Annual Foothills Plastic Pros Fall Classic
Collett St Recreation Ctr, 300 Collett St. IPMS/Foothills Plastic Pros. Ernest Harmon 704-975-6243

9/24/2011
Nordic-Con 2011
North Aire Banquet Hall, 6831 Highway 65 NE. IPMS/Twin City Aero Historians. Bob Maderich 612-423-2985

9/24/2011
Prison City Modelers Contest
Heritage Center, 109 Delaware Street. Prison City Modelers. Mark Gerges 913-684-4118

9/24/2011
Austin Scale Model Show
Norris Conference Center, 2525 West Anderson Lane. IPMS/Austin Scale Modelers Society. Eric Choy 512.249.9184

9/24/2011
WingNutCon 2011
Wings Over the Rockies Air and Space Museum, 7711 East Academy Boulevard. IPMS Denver Rob Wolf. Jennifer Jordan 303-564-7430

9/24/2011
Galleria Mall Model Display
Galleria Mall, 2922 Watson Blvd. IPMS/B/Gen Robert L. Scott Chapter. Greg Steinke (478) 397-1107

9/25/2011
ROCON 32
Radisson Inn, 175 Jefferson Rd. IPMS/Rochester Historical Scale Modelers Association. Ken Brent (585)342-7098

9/25/2011
IPMS Fremont Hornets Tri-City Classic VII
Milpitas Community Center, 457 E Calaveras Blvd. IPMS Fremont Hornets. Woodrow Yeung (425) 766-7510

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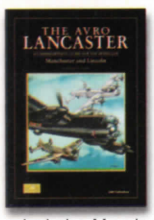
SAM Publications BOOKS

MODELLERS DATAFILE

Modellers Datafile offers a one-stop reference for the modeller, including plans, colour artwork and a comprehensive history and technical description.

MDF4 • The Avro Lancaster



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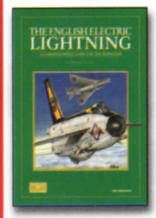

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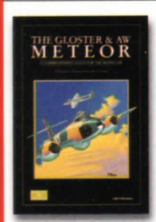

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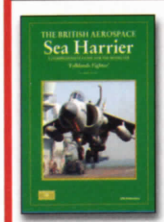

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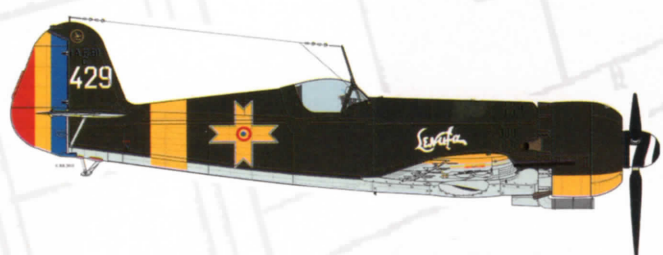

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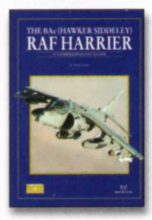

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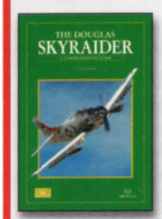

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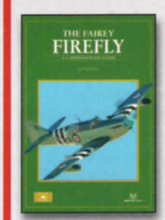

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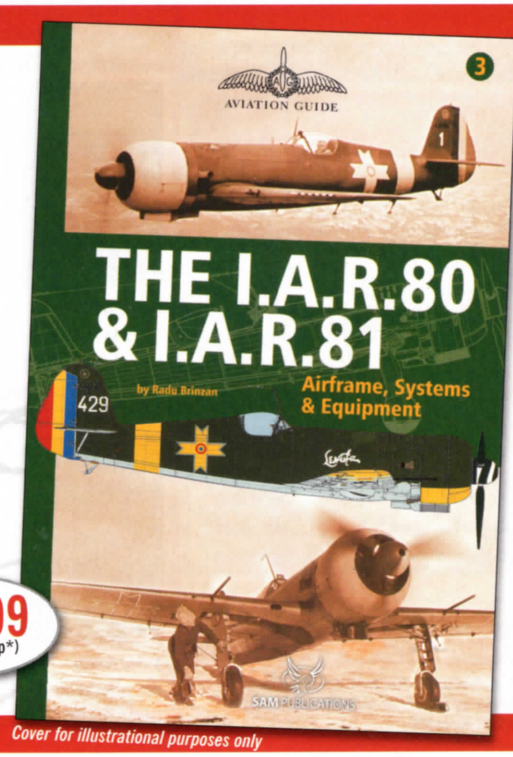

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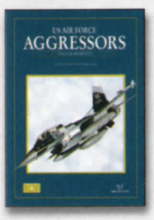

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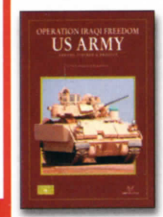

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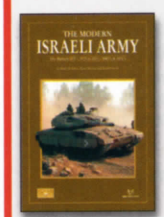

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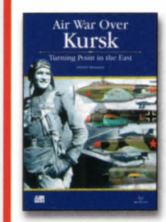

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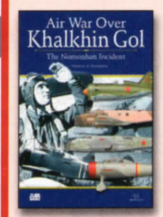

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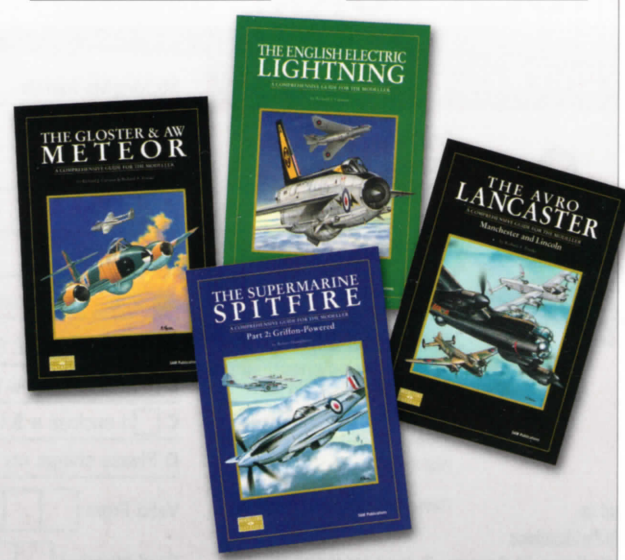

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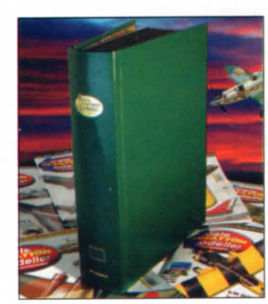

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CLASSIC Plastic

Our Monthly look in the Attic

BY PAUL BRADLEY

Curtiss SBC-3 Helldiver Conversion

BY PAUL BRADLEY

In 1932 the Curtiss-Wright Corporation was given a contract by the US Navy to build a carrier-based fighter. Curtiss came up with a parasol two-seat monoplane design with retractable undercarriage, designated the XF12C-1; this flew in 1933. Over time, its role was changed first to a scout, and then to a scout-dive bomber and the aircraft was re-designated as the XS4C-1 and then the XSBC-1 respectively. It was found that the airframe's parasol wing was unsuited to dive bombing, so the design was revised as a biplane, with the prototype, designated the XSBC-2, first flying on 9 December 1935.

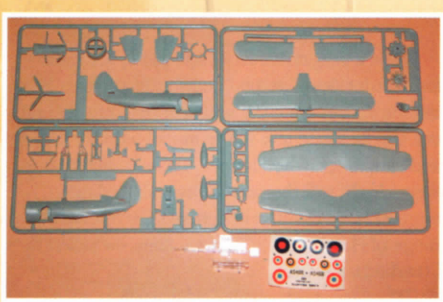
The initial production model, designated the SBC-3, was powered by a Pratt & Whitney R-1535 Twin Wasp Junior and entered operational service in 1938 on the carrier *USS Yorktown*; a total of eighty-three SBC-3s were built. A slightly refined version, the SBC-4, was powered by a Wright R-1820 Cyclone and this entered service in 1939 with a total of 174 built. By the time the US entered the War, SBCs had been relegated to second-line duties, replaced by more advanced monoplane types.

One last hurrah for the Helldiver was the transfer of fifty SBC-4s to the French Navy in June 1940, in a desperate attempt to augment *Aeronavale* airpower. Although most were loaded onto the carrier *Bearn*, the ship didn't make it across the Atlantic prior to the Armistice and she was diverted to the French colony of Martinique, where the aircraft were off-loaded and left to rot. Five airframes made their way to Britain, where their unsuitability for modern combat was obvious and they were used as ground instructional airframes.

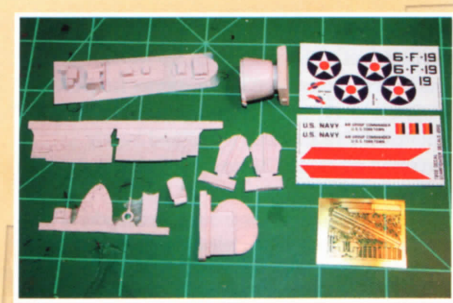
The SBC isn't one of aviation's classics, but it was the last military biplane procured by the United States Navy and holds a certain fascination amongst modellers, not least because of those striking yellow wings and silver fuselage, so redolent of the last glamorous pre-war days of an isolationist America in denial.

Two kits of the SBC Helldiver have been issued, by Heller and Matchbox; amazingly, both were released in 1979. Both are basically accurate in outline and will produce a nice model, but the Heller kit has more detail and is more refined overall, though still sporting fine raised panel lines.

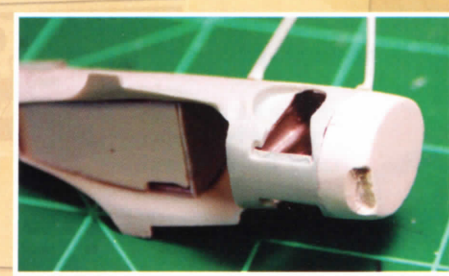
The Starfighter conversion set includes thirteen resin parts, a small PE fret and a set of decals for two aircraft. The resin is cast in a soft light grey material and includes a full new interior, engine bulkheads and cowling, and a new rudder. The Twin Wasp Junior engine is not supplied, but Starfighter recommends Engines and Things #72018, which they carry. I had another Twin Wasp engine in my stash, but this was too big – be sure you have a Twin Wasp Junior. I obtained a Junior from Mark at Starfighter, who also supplied me



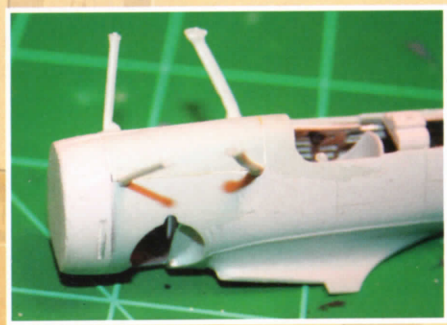
The Heller kit



The contents of Starfighter's conversion set

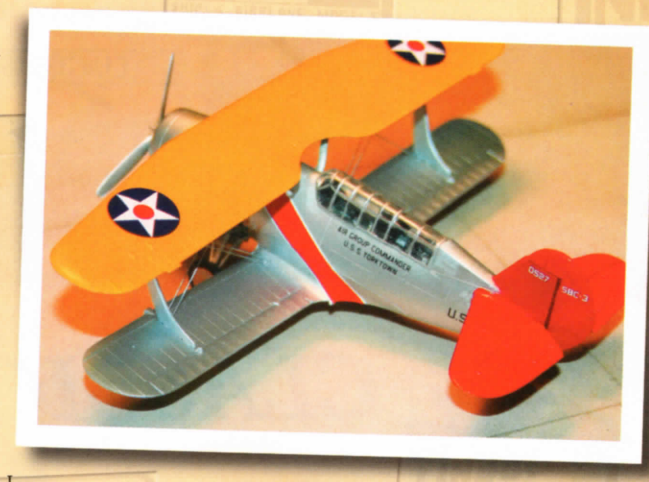


The wheel well detail can just be made out, as can the new forward fuselage plug.



The fuselage plug fits very well, as does the rest of the kit

To paint the red tail surfaces without fear of overspray, the almost-completed model is enclosed in a small plastic bag sealed with tape



handling. I surprised myself by not messing this up, but I did handle it with the utmost timidity!

The rest of the kit is very straightforward – Heller mould the cabane struts in place, while the wings are a doddle - for a biplane. I used Aeroclub stretchy thread for rigging, having pre-drilled the holes for this before assembling the wings. The kit's undercarriage is commendably fine and rather spindly, and is another area to watch during assembly. I added the Heller canopy, which is clear if a little thick, but fits in place very well.

Starfighter provides two markings options on the small decal sheets – a blue-tailed SBC-3 of VF-6 in 1937, or a red-tailed aircraft of the *USS Yorktown* CAG in 1940. I chose the latter. Painting was easy – overall aluminium, then the upper surface of the top wing was painted Chrome Yellow, while the tail surfaces were sprayed Insignia Red, both colours from the Testor's ModelMaster Acryl line. As you might expect, the Starfighter Decal decals behaved perfectly. The fuselage stripes are a bit fiddly due to having to fit them around the cabane struts, but they laid down smoothly enough in the end. The overall effect is very nice – the -3 was definitely a more delicate looking aircraft than the -4, due to the shorter cowling and smaller engine, so the contrast to the later aircraft is quite marked.

While this is not an inexpensive conversion set at $25, the inclusion of nice decals and the PE fret does make it, in my opinion, good value. For those with a penchant for Yellow Wings, it is a must. My thanks to Mark at Starfighter for the review sample and speedy customer service when I realized I didn't have all I needed.

SAMI

with a part that was missing from my set, in double quick time – thanks Mark!

The instructions cover a small double-sided paper with photos and colour diagrams and are very useful in completing the conversion. Basically, the modeller cuts off the front of the fuselage, adds a new resin insert, along with new wheel well detail, then removes the rudder and part of the fin. All very straightforward, and Mark's photos are very clear on what needs to be done. The instructions for the interior are a bit more complicated but thorough study and dry-fitting allowed me to complete this with few difficulties.

One area that the modeller needs to be aware of is the extremely delicate cowling – a very fine piece of casting that will require very careful sanding and

Kit of the Month

Airfix 1/72 Hawker P.1127

BY DAVID BIDDLECOMBE

September marks an important anniversary in the history of the Harrier. It was 50 years ago, in September 1963, that the Hawker P.1127, the forerunner of the late-lamented Harrier family, made its first transition from vertical to horizontal flight, and back again. This milestone proved the ultimate practicability of the vectored thrust experiment as pioneered by Hawkers and Rolls-Royce. With the recent controversial retirement of the Harrier from RAF service, it hardly seems possible that those first tentative flights heralded a new and hugely successful era in RAF history that has now closed for ever.

Airfix were quick to come out with a model of the revolutionary aircraft, first releasing their P.1127 in 1962. It was kept in the vaults for many years, leading it to become a hot collectible, but recent reissues have made this kit available to the masses again.

While a very crude kit of few parts, with rivets for exterior detail and no interior detail at all, the outline shapes are quite accurate and this little kit can still be made into a nice model with some work and simple scratchbuilding – a good thing, as it is, surprisingly, still the only kit available of this original Harrier. Airfix of course have released a full range of Harriers in 1/72 since then, including their brand new GR.9 kit.

SAMI

1/32 Revell Westland Lysander

BY DAVID BIDDLECOMBE

What I love about Revell's 1/32nd Lysander (ex-Matchbox) is that it's a good honest kit at a fair price, but being a 'classic' it is a little soft and short on detail. With no aftermarket resin or brass available, there's no choice but to scratch build!

The cockpit is completely scratch built except for the side frames and pilot's seat back, the only additions being an Eduard Sutton harness and MDC gauges. The engine is from Vector with scratch built air intakes, collector ring, bearers, wiring and gunsight. I wanted to show the exposed wheels, but when you remove the wheel covers the wheel locating pins are also removed, so a bent wire landing gear was fabricated, covered by a plastic box section. The wheel bays were faired in using plastic card with mudguards and bracing wires added. Lastly, the flaps and slats were cut out and posed and the boarding ladder made from wire.

The colour scheme is for a 161 Squadron special duties (SD) machine, with all of the markings sprayed on using home made masks cut on a Craft Robo cutter. Overall a very enjoyable build, which can hold its head high with the latest hi-tech kits at a fraction of the cost. If you haven't tried scratch building, give it a go!

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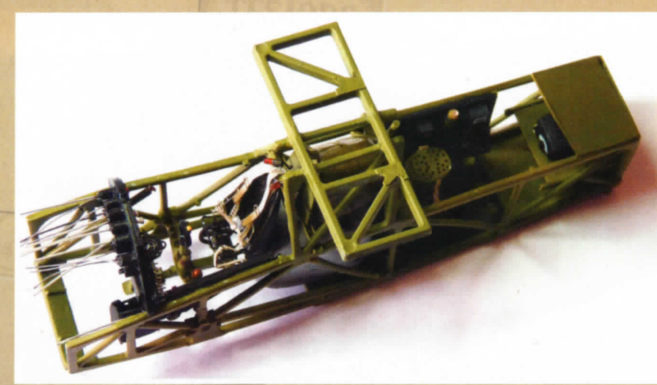
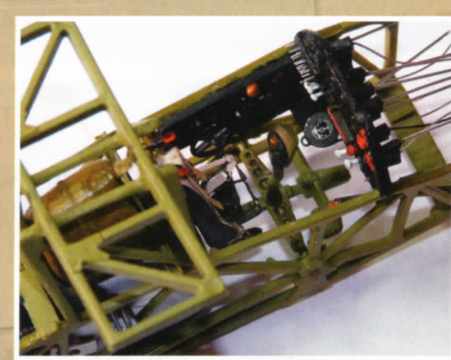
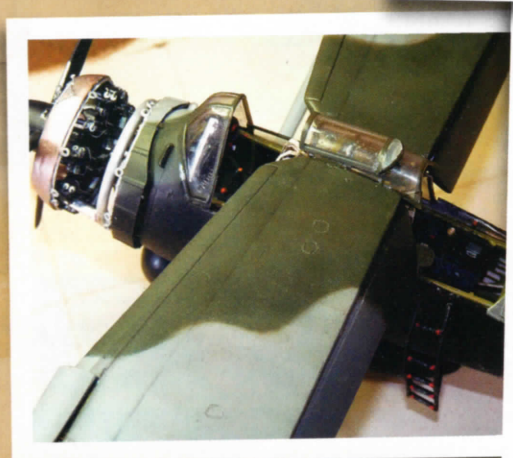
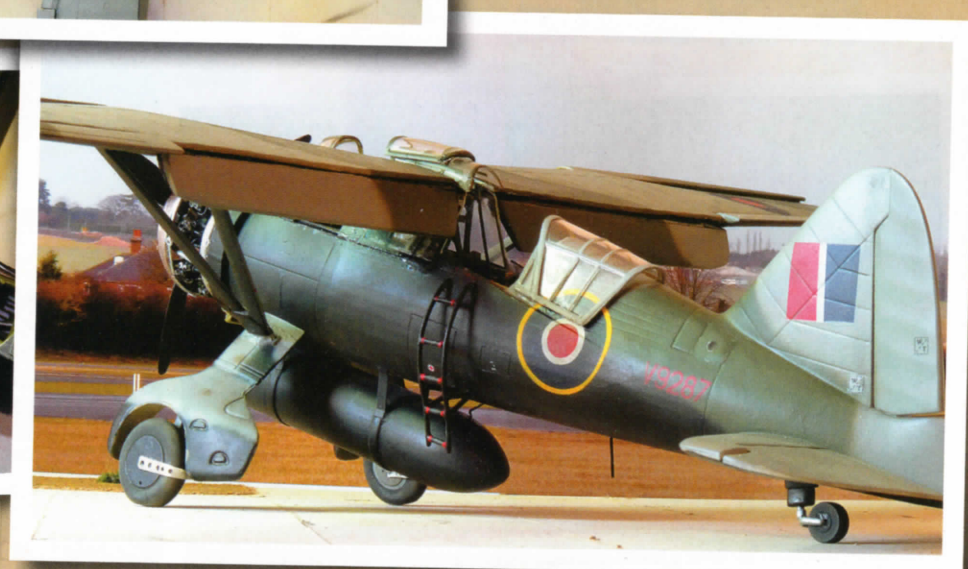


David detailed the pilot's station



An overall view of the fully detailed interior





Gallery

An Airfix foursome this month. Don't forget to send your submissions to me at **paul@sampublications.com** or **classic.plastic@uamf.org.uk** . Many thanks to those of you who have written – I appreciate your support!

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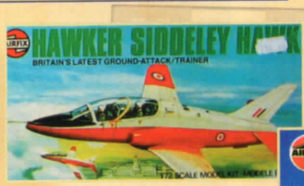
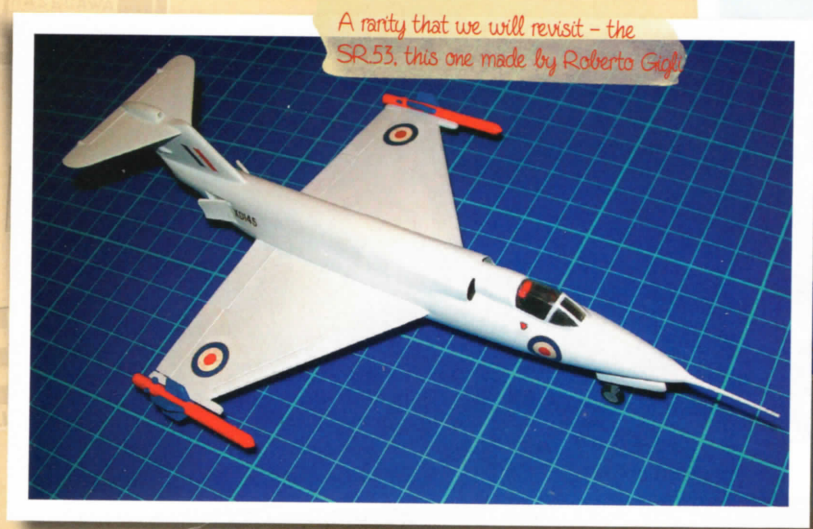
The 1/72 Hawk prototype, by Julian Snape



Robert Keddie worked his magic on the old DH4

A beautifully weathered Vought Corsair by Olivier Bonnet

A rarity that we will revisit – the SR.53, this one made by Roberto Gigli



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F6F-3, BuNo 40090, VF-1, Lt. William C Moseley, USS Yorktown, June 1944

F6F-3, Probable BuNo 66016, VF-16, USS Lexington, Hawaii, September 1943

F6F-3, Lt. Richard E. Stambook, VF-27, USS Princeton, October 1944

F6F-3, BuNo 40467, Lt. Alexander Vraciu, VF-6, USS Intrepid, February 1944

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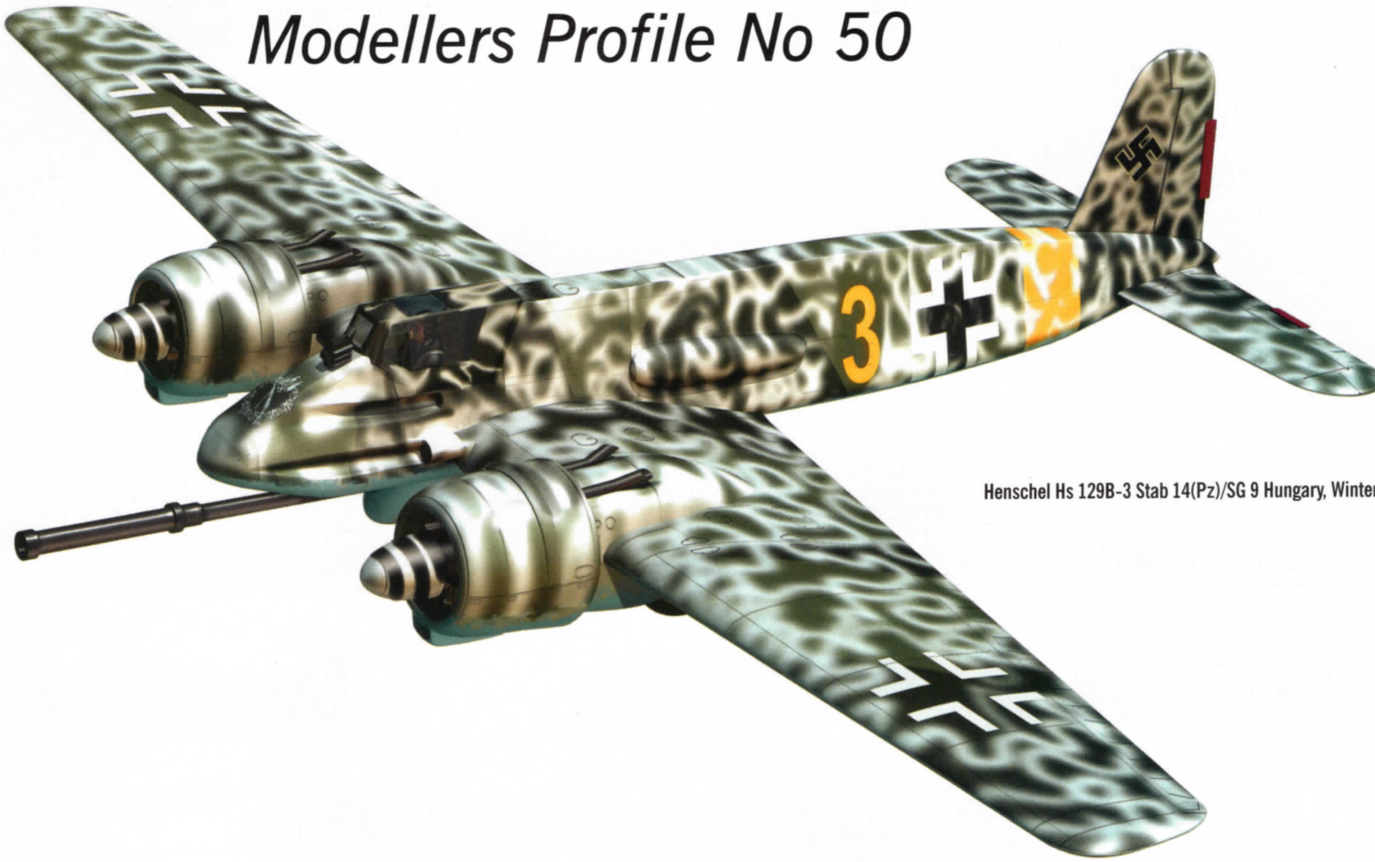


Henschel Hs 129B-3 Stab 14(Pz)/SG 9 Hungary, Winter 1945

PANZERKNACKER;
Safe Cracker

The Henschel Hs 129. An Innovation in Ground-Attack

BY JACK TRENT

ARTWORK BY JOHN FOX

When Jerry Rutman's 1/32 kit of this astonishing machine arrived in the office the Editor wept real tears when he had to give it away to someone with the time to build it. As a modelling subject the diminutive Henschel has everything going for it – charisma, style, a fascinating history, and some very interesting colour schemes. It's also a manageable size in the large scale, so one might conceivably line a few up without needing to build an extension to the house. It's also just the right bite-size for a *Modellers Profile*, so with one eye on the inevitable controversy that follows any public mention of a Luftwaffe subject, we'll keep it brief and to the point...

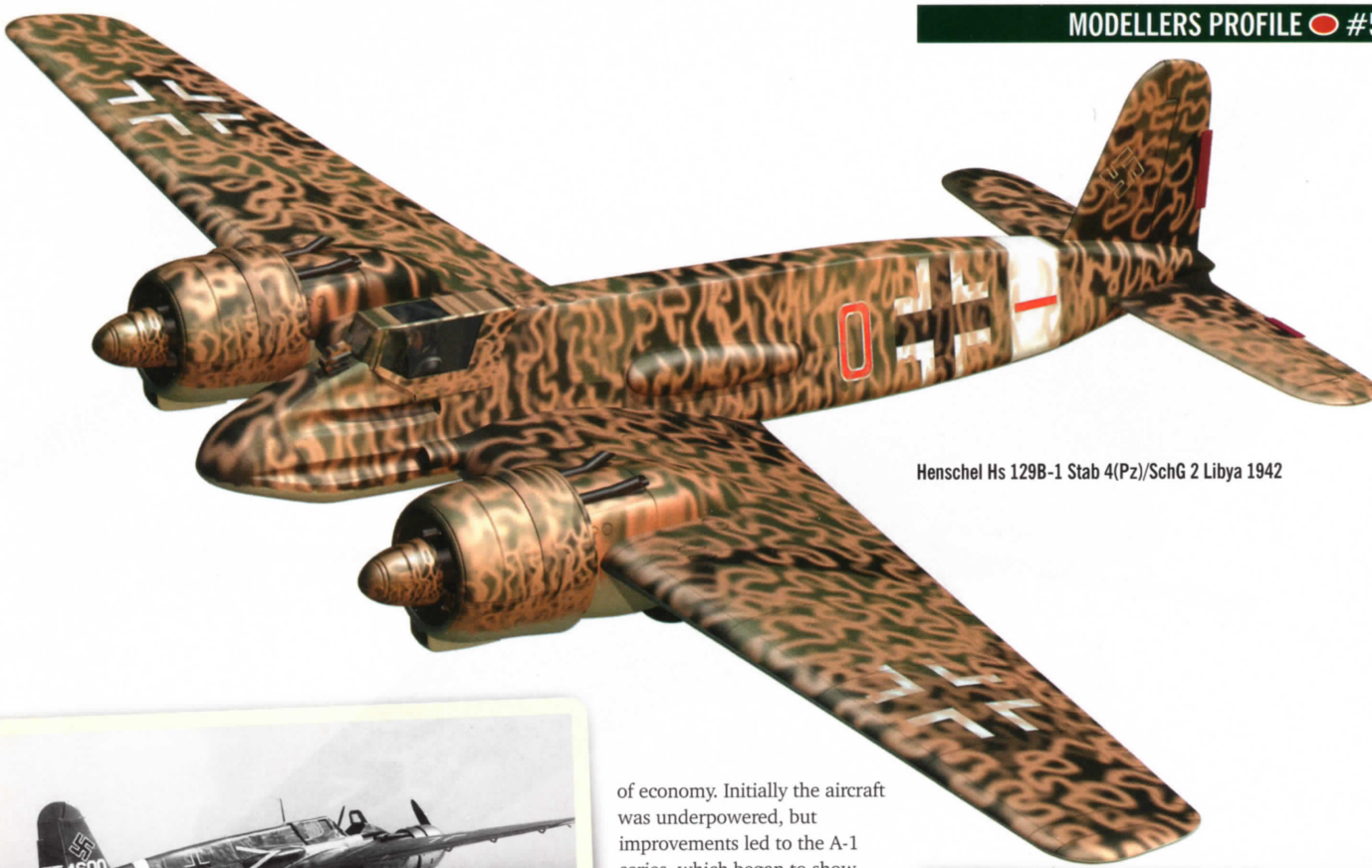
To put the machine in context, it was a Luftwaffe ground-attack machine fielded as a tank-buster, a single-seater twin-engined device that missed the early Blitzkrieg campaigns. Nicknamed 'Panzerknacker' – safe cracker– it was cramped, dangerous, and little more than an armoured bathtub mounted on a flying gun. It was also quite effective at destroying tanks.

Experiences in Spain proved the efficacy of the aircraft as a machine for attacking ground troops. Earlier experiences with slower more vulnerable machines were to give way to modern designs, and a role was identified for a fast, heavily-armed machine able to deliver accurate strafing attacks. The pilot was to be located as far forward as possible to improve visibility and accuracy, and this in turn led to a need for the best possible protection. Two designs were considered. Focke Wulf's bizarre early Fw 189A-0, and Henschel's shark-like Hs 129.

Everything about the aircraft was designed to protect the pilot. Heavy armour around the cockpit resulted in tiny windows and an armoured windscreen, and the slanted-in fuselage sides – also designed to increase protection - meant there was little space at shoulder level for the pilot. The resulting lack of elbow room meant some of the instruments had to be located on the insides of the engine nacelles, the instrument panel was tucked out of sight under the nose, and the gunsight was mounted externally. Everything about the

This Hs 129B-1 was captured by US forces and test flown at Freeman Field by the USAAF, operating under the number FE-4600

Another view of the USAAF's test machine, showing the slender lines, and barely credible lack of space for a pilot in the front end of the aircraft. The aircraft is EB-105 (werknummer 0385), and was captured at El Aouina Airfield in Tunisia in May 1943, having seen service with 8.(Pz)/Sch. G2



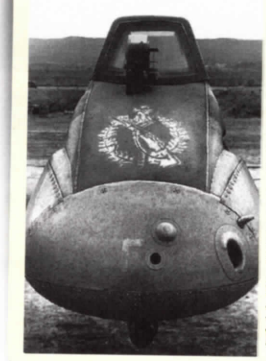
Henschel Hs 129B-1 Stab 4(Pz)/SchG 2 Libya 1942

The slanted fuselage sides were designed to deflect ground fire. Armament comprised two 20mm MG 151 cannons and two 7.92mm MG 17 machine guns

design was functional. It was all about doing the job.

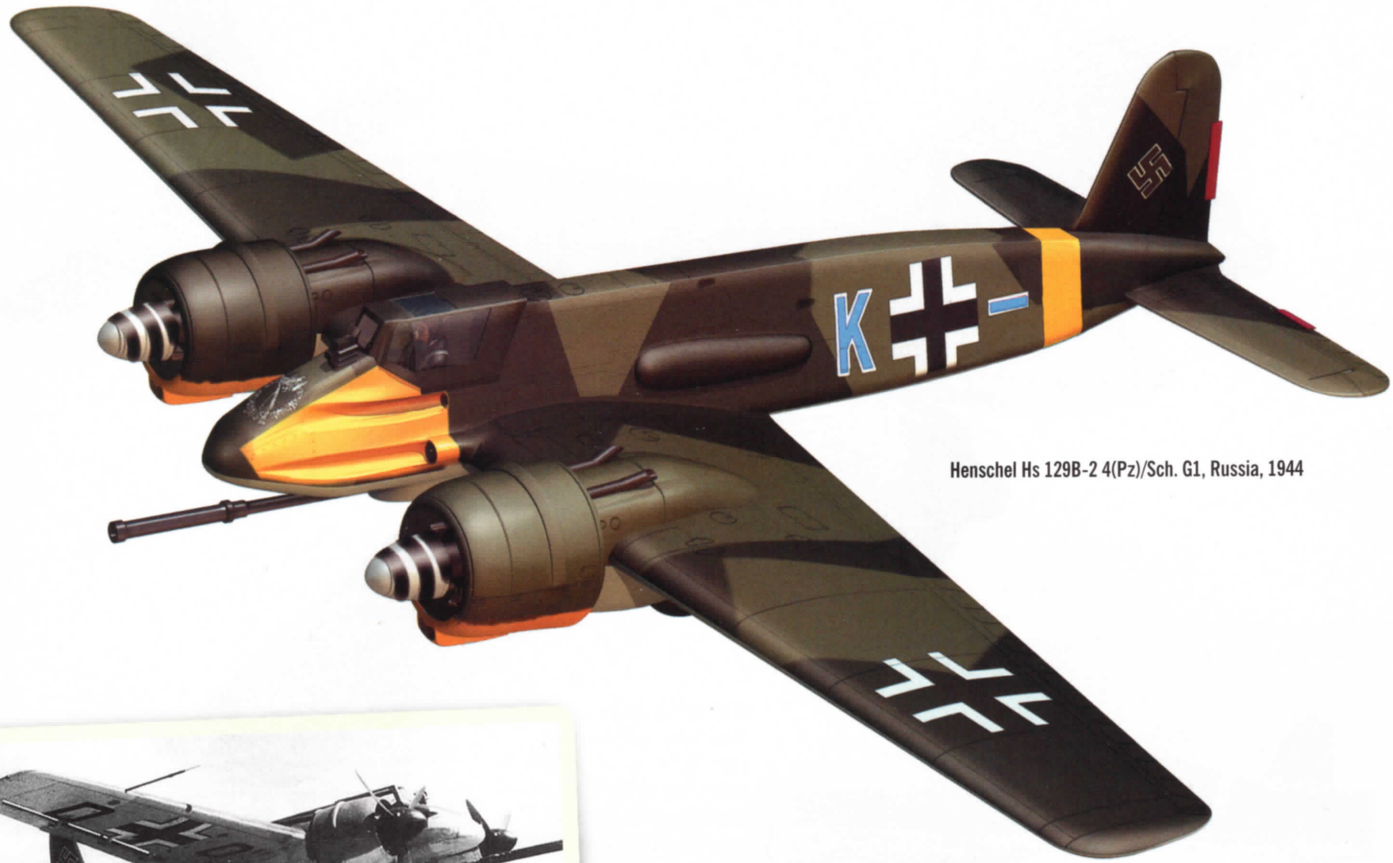
Testing continued with the Hs 129A-0, which was chosen over the Focke-Wulf design on the grounds of economy. Initially the aircraft was underpowered, but improvements led to the A-1 series, which began to show promise, but it was the redesign of the aircraft as the B-1, equipped with captured Gnome-Rhône 14M radial engines after the fall of France that saw the project come to fruition. Engines were installed with the props rotating in opposite directions, and this eliminated the engine torque problems. An improved canopy and windscreen offered better visibility, and by December 1941 the new aircraft began to come off the production line.

In anticipation of the new type, I./*SchlG* 1 had formed initially with Bf 109E/Bs and Hs 123s, and by April 1942 sufficient Hs 129B-1s had been delivered to allow them to transfer to the Crimea, where they received a new weapon, the 30 mm MK 101 cannon with armour-piercing ammunition. Changes to the fuel system, and other modifications led to the B- 2, including an upgraded cannon pack,



The ugly front end of the Hs 129, showing the externally-mounted gunsight and the Infantry Assault Badge. This was a decoration awarded to members of non-motorized Infantry units that had participated in assaults, with Infantry weapons, on at least three days of combat in the frontline as from January 1st 1940, and its frequent appearance on the Hs 129 was an acknowledgement of the low-level role played by pilots and aircraft on the Eastern Front

Henschel Hs 129B-3 Stab IV(Pz)/SG 9
Pilot - GruppenKommandeur, Maj. Bruno Meyer, Russia, Winter 1944-1945



Henschel Hs 129B-2 4(Pz)/Sch. G1, Russia, 1944

A B-3 shows off the 7.5 cm cannon, developed from the highly successful PaK 40 anti-tank weapon

Arming a B-2 on the Eastern Front. The low-level role saw a number of innovations with regards camouflage, and some odd styles of white distemper are recorded on the type in winter service

employing the MK 103 cannon, which practically doubled the rate of fire.

With improved versions of the Russian T-34 tank appearing on the battlefield, it became apparent that heavier weapons were necessary to make the aircraft effective. This led to the adaptation of the 7.5 cm Pak 40 into the Bordkanone BK 7.5 model, which was mounted in a pod under the fuselage. This proved extremely effective against any type of tank, but the weight affected the aircraft's already poor performance. Few aircraft were built, and although a few field conversions were effected, despite the promise shown by the weapon there were too few aircraft to make any significant difference to the war effort, and the popular perception of the Hs 129 as being 'the one with the enormous gun' while technically true is erroneous. Barely a handful operated in this configuration.

The aircraft saw service in North Africa, where its success was limited, largely due to its unsuitability for desert conditions, and the problems of operating it without local air superiority. In Russia, where in the prevailing atmosphere of brute force and blunt violence it was eminently at home, it was effective, but also compromised by the lack of speed and manoeuvrability that made it very vulnerable unescorted.

The 7.5 cannon-armed B-3 was a remarkable machine. No heavier weapons installation had ever been fitted to an aircraft, and it was not until the arrival of the A-10, decades later, that anything similar was attempted, with the massive GAU-8 Avenger Gatling cannon. On an aircraft as small as the Hs 129 the concept was a compromise between power and performance, and while the aircraft was a capable tank destroyer, improvements in anti-aircraft weaponry, and the direction of ground fire, would ultimately have rendered it unviable. It was too heavy, too slow, and at the end of the day, despite the courage of the pilots obliged to carry it into action, it was to prove little more than a sideshow in the theatres in which it was deployed.

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The Bordkanone BK 7,5. A huge hydraulic system was used to dampen the recoil of the gun, and an autoloader system with 12 rounds in the magazine was fitted in the large empty space behind the cockpit. A hole in the rear end of the gun pod allowed spent cartridges to be ejected

Get Cracking!

Modelling the Panzerknacker

For such an attractive and personable aircraft to have attracted so little attention from the kit industry is quite surprising – especially given the popularity of even the most obscure Luftwaffe subject. This, presumably, is a testimony to the quality of those kits and bits that are available, and given the compact nature of the subject, there are only so many accessories or decals that one could come up with.

Starting small, there is no kit in 1/144 as such, only a solid-bodied trading-type kit in the Flames of War range. 1/72 has fared better. Three toolings have been released, of which only the Italeri kit is still available. This is an excellent little model, while the others, from Lindberg and Airfix, both date from the 1960s and may be regarded as obsolete. Italeri's kit has been reboxed by Tamiya and Revell, and is by far and away the best game in town. MPC and Bilek have both released the Airfix kit under their own branding, while Pavla's limited-run kit of the Hs 129A remains unique.

In 1/48 there is either the Hasegawa kit, or the old Esci/AMT tooling. The Hasegawa kit wins hands down, and this too has been reboxed by Revell in a boxing that represented excellent value for money. Supermodel currently offer the Esci kit in a set with an Italeri Opel Blitz.

In 1/32, Jerry Rutman's limited-run resin kit is out of production, leaving the field open for a manufacturer of taste and judgement. Hopefully, like the Beaufighter, this handsome twin will be the subject of a modern injection-moulded tooling in this scale before too long.

Airfix #02032 1/72 Hs 129B-2/3
AMT/Ertl #8684 1/48 Hs 129B-2
Esci #4002 1/48 Hs 129B-2/3
Hasegawa #09071 1/48 Hs 129B-2
Hasegawa #09344 1/48 Hs 129B-1 North Africa
Hasegawa #09360 1/48 Hs 129B-2 with bombs
Hasegawa #09381 1/48 Hs 129B-3
Hasegawa #09583 1/48 Hs 129B-3
Italeri #073 1/72 Hs 129B-1
Italeri #1294 1/72 Hs 129B-1
Jerry Rutman 1/32 Hs 129B-2
Lindberg #090311 1/72 Hs 129B
Pavla Models #72004 1/72 Hs 129A
Revell #04313 1/72 Hs 129B-2/R-2
Revell 04523 1/48 Hs 129B-2
Supermodel #10502 1/48 Hs 129 and Kfz.305 3 Ton Truck
Tamiya #60730 1/72 Hs 129B-2

Accessories

No surprises here. Everything you could need for either the 1/48 Hasegawa kit, or the 1/72 Italeri, including metal legs from SAC and a nice set of masks for markings and insignia from Montex.

Airwaves #48077 1/48 Hs 129 etched details for Esci kit
Airwaves #72188 1/72 Hs 129 etched details for Italeri kits
Aires #7029 1/72 Hs 129B cockpit for Revell and Italeri kits
Aires #7034 1/72 Hs 129B details for Revell and Italeri kits 6
CMK #4066 1/48 Hs 129 interior set for Hasegawa kits
CMK #4067 1/48 Hs 129B armament set for Hasegawa kits
CMK #4068 1/48 Hs 129B exterior set for Hasegawa kits
CMK #4094 1/48 Hs 129B undercarriage for Hasegawa kits
CMK #4259 1/48 Hs 129B-2/R2 - 30mm MK 103 canon with pod for Hasegawa and Revell kits
Eduard #48312 1/48 Hs 129B etched details for Hasegawa kits
Eduard #EX043 1/48 Hs 129 paint masks for Hasegawa kits
Eduard #SS178 1/72 ZOOM detail set for Italeri kits
Falcon #CV0572 1/72 vacform canopies Luftwaffe WWII part 1. Includes Hs 129
Falcon #CV1448 1/48 vacform canopies Luftwaffe WWII part 1. Includes Hs 129
Falcon #CV2872 1/72 vacform canopies Luftwaffe WWII part 5. Includes Hs 129
Hi-Tech Products #09001 Hs 129 Super Detail Set
Montex #MM48003 1/48 canopy and markings masks for Revell and Hasegawa kits
Montex #SM48003 1/48 canopy masks for Revell and Hasegawa kits
Pavla Models #U72052 1/72 Hs 129B etched and resin cockpit and resin weighted wheels
Quickboost #48032 1/48 Hs 129 gun bay for Hasegawa kits
Quickboost #48037 1/48 Hs 129 radio equipment for Hasegawa kits
Resin Art #7313 1/72 Hs 129B wheels, cannon barrels, short and long exhausts for Italeri and Revell kits
Scale Aircraft Conversions #48076 1/48 Hs 129 metal undercarriage for Revell and Hasegawa kits
Squadron #9179 1/72 Hs 129 vacform canopies for Italeri kits
Squadron #9562 1/48 Hs 129 vacform canopies
True Details #48083 1/48 Hs 129 main wheels
Verlinden Productions #1551 1/48 Hs 129B-2 engine, exhausts and cockpit for Hasegawa kits

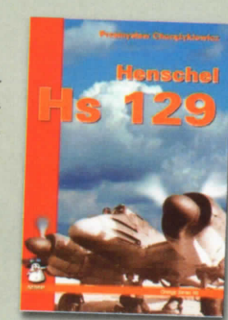
Decals

Surprisingly few choices as far as decals are concerned, but as most Hs 129s were simply marked, generic sheets will suffice for many.

Eagle Cal EC#17 1/72 and 1/48 Hs 129B
Eagle Cal EC#18 1/72 and 1/48 Hs 129B
Superscale #48513 1/48 Hs 129B
Superscale #48650 1/48 Hs 129B
Superscale #48796 1/48 Hs 129B-1/2
Superscale #48797 1/48 Hs 129B-2/3
Superscale #481209 1/48 Hs 129B

References

Henschel Hs 129
Author: Przemyslaw Chorazykiewicz
Publisher: Mushroom Model Publications
ISBN: 978-8389450463
Format: Softback, 148pp



Henschel Hs 129
Military Aircraft in Detail
Author: Denes Bernad
Publisher: Midland
ISBN: 978 18578 023 82
Format: Softback, 96pp

Henschel Hs 129 In action
Author: Dénes Bernád
Publisher: Squadron/Signal Publications
ISBN: 978 08974 742 83
Format: Softback, 50pp

Henschel Hs 129B-2

The first Henschel Hs 129s were delivered in the Spring of 1942 and were immediately used on the Russian front. The aircraft was fitted with two 700 hp Gnome-Rhône 14M Mars 14-cylinder, two-row air-cooled radial engines, allowing the aircraft to fly at more than 250mph despite its heavy load. Armed with two 7,92mm MG17 machine-guns and two 20mm MG 151 autocannons, it could also carry several different bomb types for ground attack missions. To boost its tank-killing capacity, it was fitted with a powerful 30mm MK 101 autocannon, mounted in an external pod under the fuselage. Some 879 aircraft were constructed.

General characteristics

Hs 129B-2

Length: 9.75 m (31 ft 11¾ in)

Wingspan: 14.20 m (46 ft 7 in)

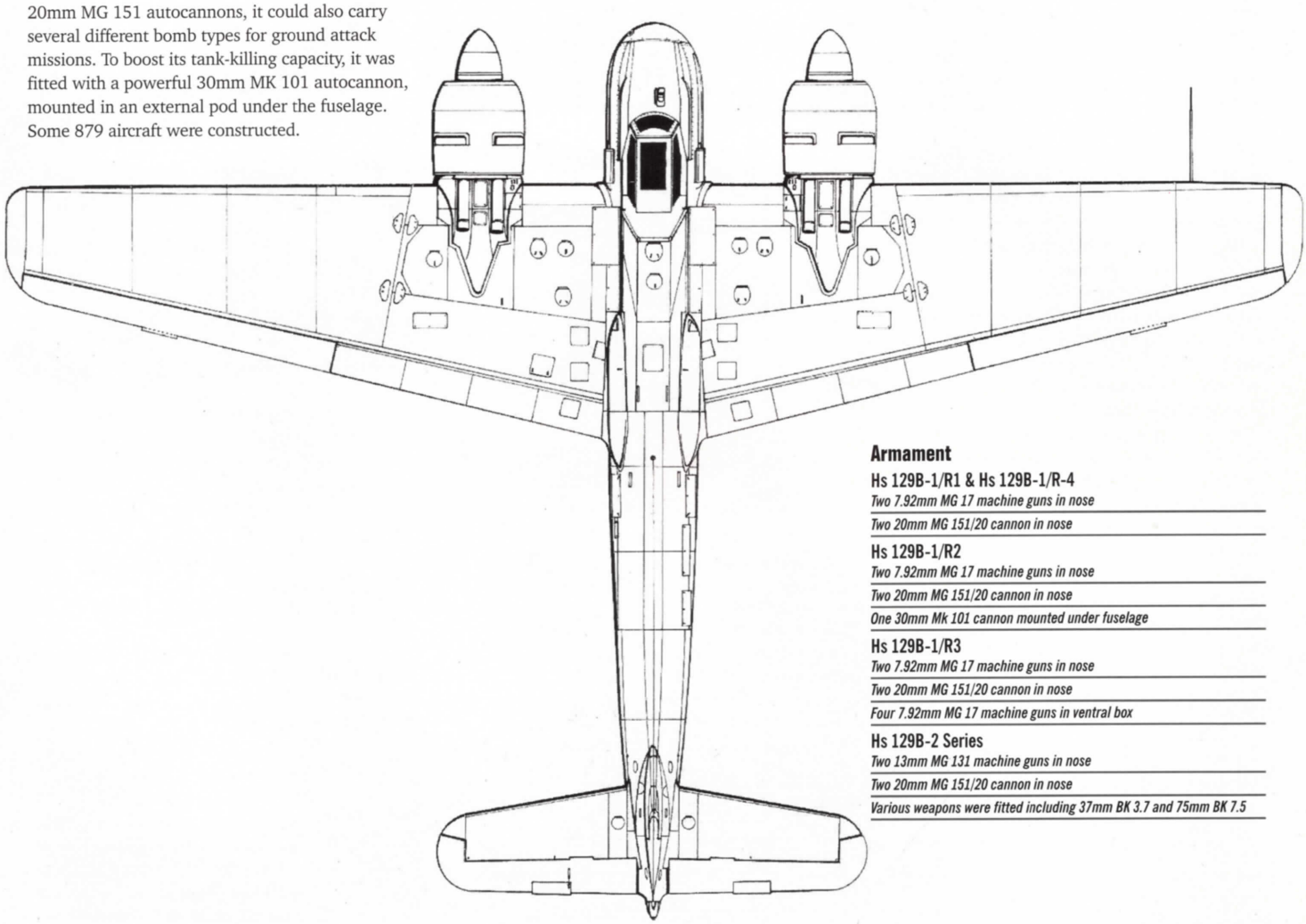
Height: 3.25 m (10 ft 8 in)

Powerplant: 2 × Gnome-Rhône 14M 4/5 14-cylinder radial engines, 522 kW (700 hp) each

Maximum speed: 407 km/h (220 knots, 253 mph) at 3,830 m (12,570 ft) (clean)

Range: 690 km (372 nmi, 428 mi)

Service ceiling: 9,000 m (29,530 ft)



Armament

Hs 129B-1/R1 & Hs 129B-1/R-4

Two 7.92mm MG 17 machine guns in nose

Two 20mm MG 151/20 cannon in nose

Hs 129B-1/R2

Two 7.92mm MG 17 machine guns in nose

Two 20mm MG 151/20 cannon in nose

One 30mm Mk 101 cannon mounted under fuselage

Hs 129B-1/R3

Two 7.92mm MG 17 machine guns in nose

Two 20mm MG 151/20 cannon in nose

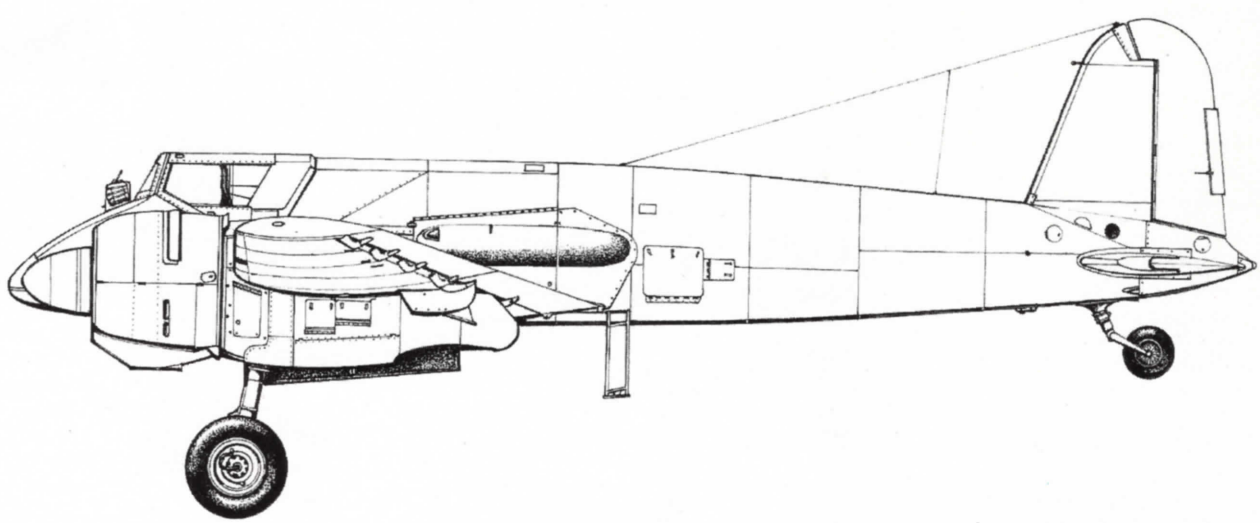
Four 7.92mm MG 17 machine guns in ventral box

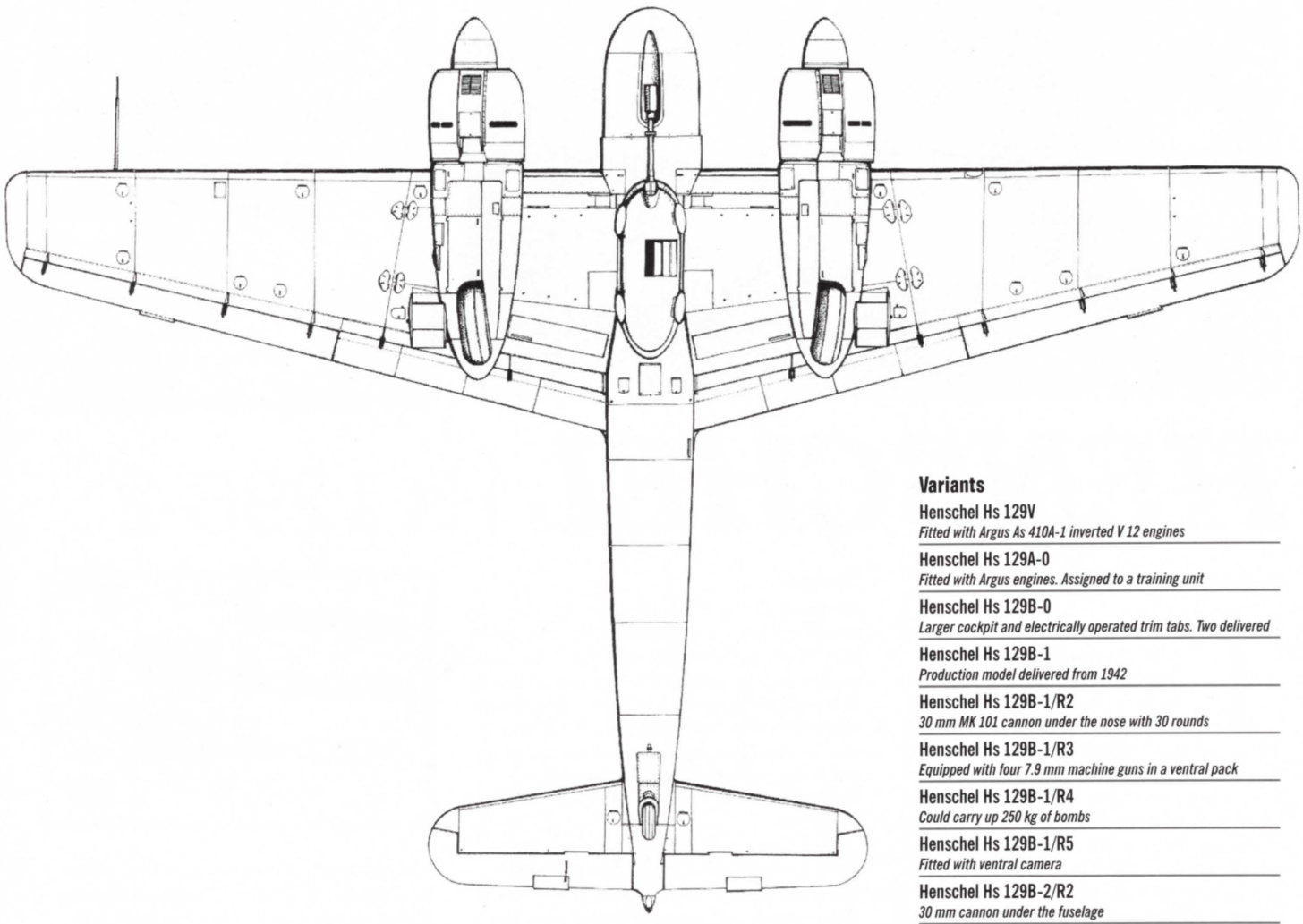
Hs 129B-2 Series

Two 13mm MG 131 machine guns in nose

Two 20mm MG 151/20 cannon in nose

Various weapons were fitted including 37mm BK 3.7 and 75mm BK 7.5





Variants

Henschel Hs 129V
Fitted with Argus As 410A-1 inverted V 12 engines

Henschel Hs 129A-0
Fitted with Argus engines. Assigned to a training unit

Henschel Hs 129B-0
Larger cockpit and electrically operated trim tabs. Two delivered

Henschel Hs 129B-1
Production model delivered from 1942

Henschel Hs 129B-1/R2
30 mm MK 101 cannon under the nose with 30 rounds

Henschel Hs 129B-1/R3
Equipped with four 7.9 mm machine guns in a ventral pack

Henschel Hs 129B-1/R4
Could carry up 250 kg of bombs

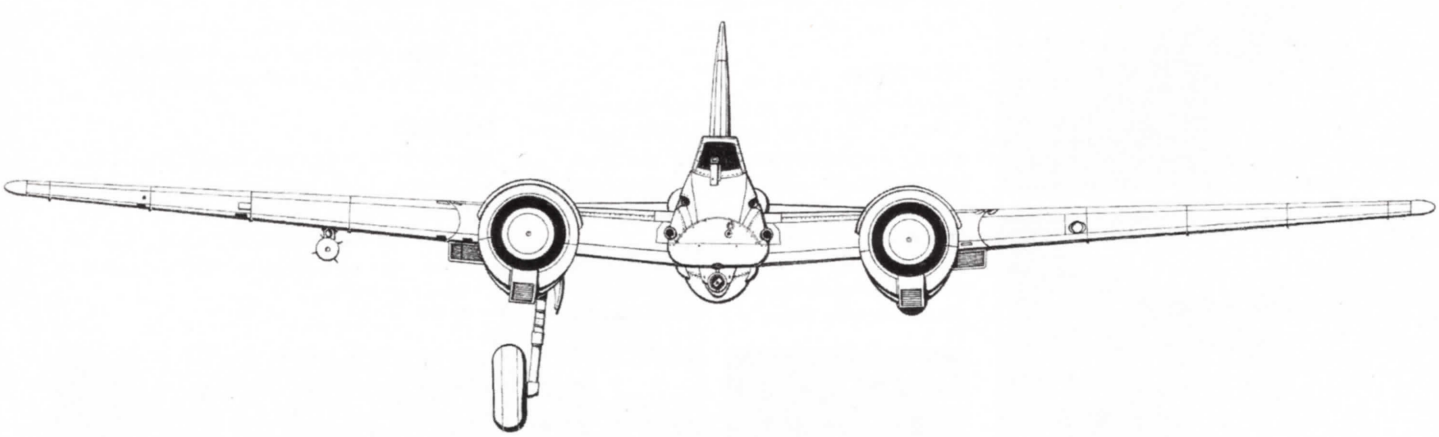
Henschel Hs 129B-1/R5
Fitted with ventral camera

Henschel Hs 129B-2/R2
30 mm cannon under the fuselage

Henschel Hs 129B-2/R3
37 mm cannon under the fuselage

Henschel Hs 129B-2/R4
75 mm cannon under the fuselage

Henschel Hs 129B-3/Wa
75 mm PaK 40 gun carrying 12 rounds



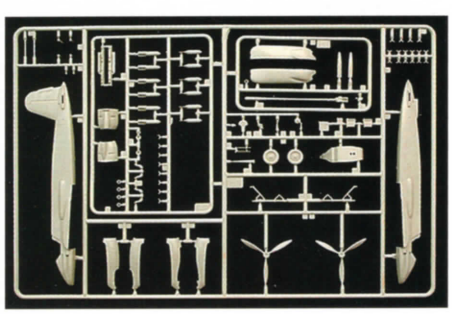
Henschel Hs 129B-2

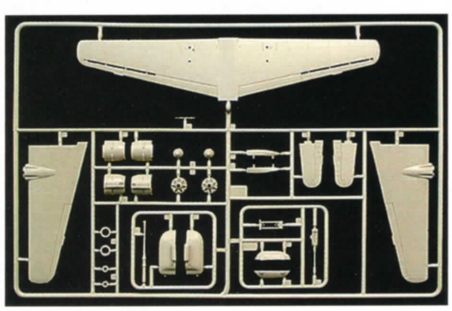
TECHNICAL DATA	
Kit No: 1294	Price: US$22.00 £9.50
Scale: 1/72	Decal Options: 4
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	Parts: Plastic 113, Clear 1
Manufacturer: Italeri	
UK Importer: The Hobby Company	
US Importer: MRC	

HENSCHEL Hs 129B-2

BY BILL BUNTING

The Henschel HS129 was introduced into Luftwaffe service in 1942 as a ground attack / support aircraft. B-1 models received the MK101 30mm cannon in a pod in under the fuselage and the B-2 had the MK101 replaced with the MK103 cannon. Italeri's kit features and one clear and two grey plastic sprues, a set of typical Italeri instructions and an excellent decal sheet. Panel lines are engraved and the fabric surfaces are well done. Wheels are the 'weighted' style. The instructions include a parts plan, four pages of construction diagrams and four pages of black and white profiles for painting and decal placement. Colour references are for Model Master enamel and acrylic paints but also shows RLM or FS codes for the exterior and some interior paints. Decals are in register, very clearly printed and are of excellent quality.





Construction

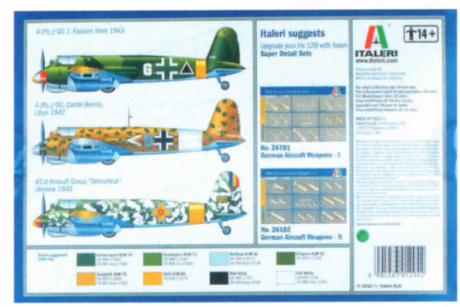
The interior is very simple but adequate as the cockpit windows are extremely small so little can be seen. Masking tape seatbelts were added. The fuselage and wings assemble with no drama and the fit is good and straightforward. The engine nacelles do not have clear attachment points but fit very well. The landing gear can installed after painting, and before you know it, the main assembly is complete with only a tiny bit of filler required on some joints.

The engines are cleanly moulded but as the fronts of the nacelles are small and hidden by the props and spinner, little can be seen so there no need for super detailing. The canopy fit is very good. Fragile and small detail items were left off until after painting. The propellers were left off as well but remember to mark them left and right as they are counter-rotating - note they should turn outwards at the top, unlike mine.

I rebuilt the kit MK101 cannon by taking the kit muzzle brake and adding it to a new barrel made from a pin. The cannon mount was drilled to accept the pin and the barrel was added after painting. The assembly was very quick with excellent fit. The only area for caution is that the instructions are sometimes vague on parts location and there are not always clear locating marks on the kit.

Colour Options

Four marking options are provided. Version A is a Hs 129B-2-4 of SG-1 from 1942 in RLM70/71/65 and a winter whitewash. Option B is a German desert scheme in RLM 79 with RLM80 splotches over RLM 65. C is a RLM 70/71/65 example from the Russian front in 1943 and the last is a Romanian winter version. On the last version it is not mentioned that it should be



RLM 70 /71 under the whitewash but the colour profile on the box shows this. I used Tamiya paints thinned with Mr. Colour Thinner and painted the white fuselage band since the wing tips had to be painted anyway. Decals were applied with a drop of Mr. Mark Softer under each one, which ensured that they settled into panel lines with no silvering. The decals include many stencils but no swastikas.

The paint guide shows decal placement but it is not very clear in some cases such as the wing walk lines but if you look at version A it can be figured out. Also, the engine gauges go on the inside of the cowlings close to the fuselage, not on the 'outside' as stated. The white decals for the tires on the desert version did not fit for me and were not used.

After a coat of satin varnish the last detail parts were added. Navigation lights were made of tiny drops of white glue painted clear red and green.

Conclusion

Although a simple kit, the look and fit is excellent. Surface detail is very good and though not all panel lines are in the right place they are well done. The colour options are interesting and the decals are absolutely superb. Recommended to all including the novice builder.

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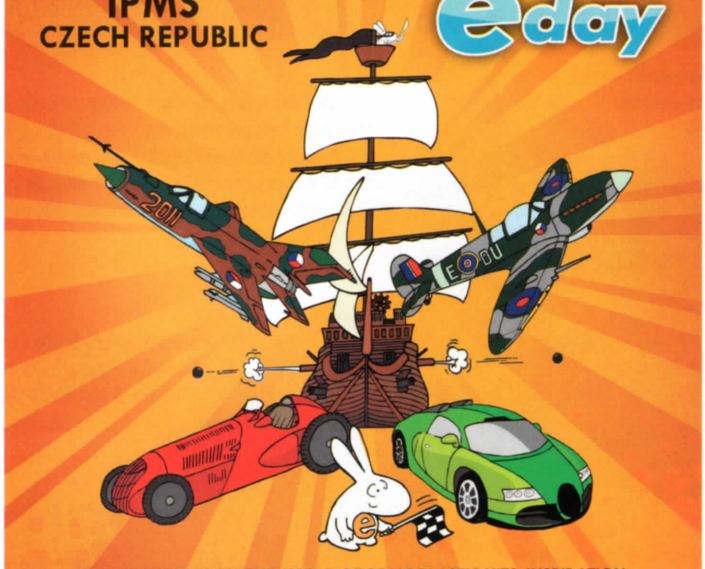

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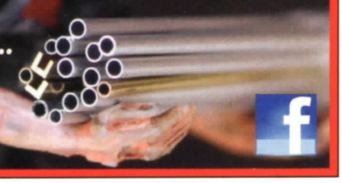

Model by Andy Argent

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Tex Hill Series Part 3. With the AVG in Burma

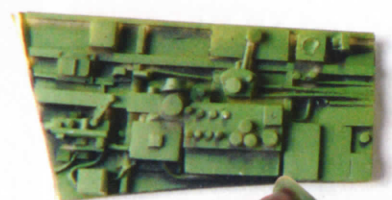
P-40 Tomahawk IIB

BY WAIKONG CHUNG

In 1941, young US Naval aviator David 'Tex' Hill was ashore in Norfolk, Virginia, when he and a couple of mates bumped into their squadron commander. He was eager to introduce them to a Navy Commander named Irvine. This mysterious officer was a recruiter for Gen. Claire Chennault, head of Chiang Kai-shek's motley but determined Chinese Air Force, which had been fighting the Japanese for years. Irvine had been dispatched to gather US military pilots and ground crews for the American Volunteer Group.

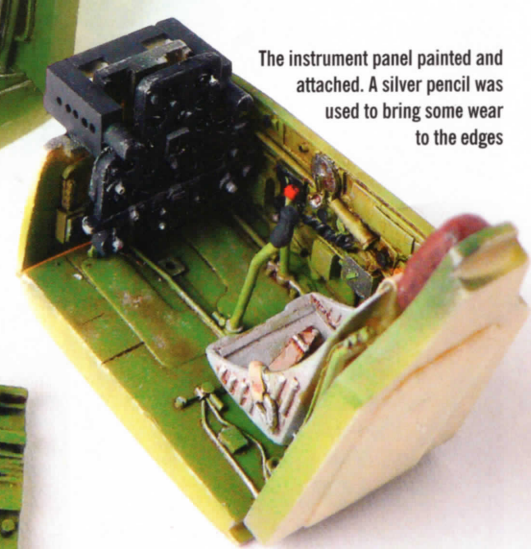
After a discussion about the current state of affairs in China and the Japanese stranglehold on the entire Chinese coast, Irvine indicated that an overland route between Burma and China was the only lifeline left to the Chinese. He further explained that he was authorized by President Roosevelt to recruit pilots to help the Chinese. All three men indicated they were interested and Irvine said he would be back in touch.

Meanwhile, Tex's squadron was temporarily assigned to the *USS Lexington* for another neutrality patrol in the Atlantic. When he got back, Irvine gave him the formal offer to enter the AVG, and at a later meeting, Tex and seven other men signed contracts with the Central Aircraft Manufacturing Company (CAMCO) – a front for the AVG in the US – to sail from San Francisco to Burma. Officially discharged from the Navy, it was understood that they could rejoin with no loss in rank or seniority after serving in the Far East. The pilots were paid



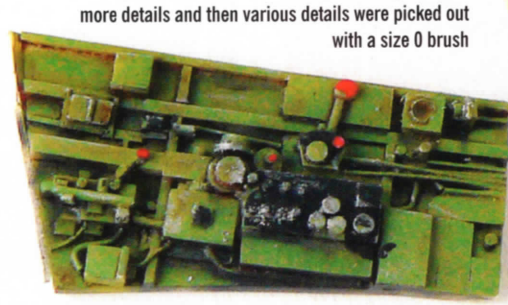
The Legend Resin cockpit tub painted with an undercoat of Model Master zinc chromate, followed by various colours to pick out the details

The port side wall was sprayed with Tamiya NATO black at an angle from underneath and then sprayed with chromate green from above. Contrast how deep artificial shadows are created with this technique vs. just using the green with the right side wall



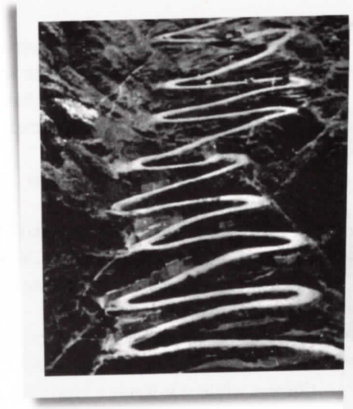
The instrument panel painted and attached. A silver pencil was used to bring some wear to the edges

An oil wash of burnt sienna and black to bring out even more details and then various details were picked out with a size 0 brush



P-40 Tomahawk IIB

TECHNICAL DATA	
Scale: 1/48	Kit No: 85-5209
Type: Injection Moulded plastic	Manufacturer: Revell
ALSO USED	
Legend #4036 P-40B/C Cockpit set (for Academy/Monogram)	



The Burma Road that Tex Hill went to China to defend against the Japanese (National Archives)

Tex Hill at Kyedaw Airfield, Toungoo in 1941. Note that the shark mouth has not been painted on the P-40s yet (Flying Tigers Association)

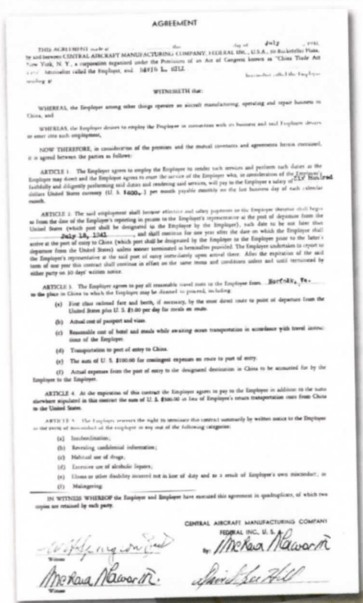
from $600 to $750 a month, a veritable fortune compared with their USN junior officer's pay. They were also to receive a $500 bonus for each Japanese plane they destroyed.

In June, after their goodbyes, twenty-five men sailed on the Dutch ship *Bloemfontein* from San Francisco via Hawaii, Australia, and docked at Singapore. After a travelling for days through the tropical heat, Hill and company arrived at Toungoo, where they were greeted by members of the AVG who had already arrived weeks earlier. By truck, Tex was bought to the Keydew Airfield, where the men would be training in the Curtiss P-40 Tomahawk IIB. The next morning, Tex met Chennault, the 'Old Man' in charge of the AVG.

The pilots were divided into three squadrons. Tex was in the 2nd Squadron, the 'Panda Bears', made up of all US naval aviators, while the 1st Squadron, 'Hell's Angels', and 3rd Squadron 'Adam and Eves', were composed primarily of US Army Air Corp pilots.

Tex Hill's P-40 Tomahawk IIB - #48 (P-8134)

One Hundred P-40s from an allotment slated for the RAF were diverted to China to help form the AVG. The P-40 initially had two .50 cal machines guns in the nose and two .30 cals in each wing. The British had purchased several hundred and had requested specific modifications, including two additional wing guns, self-sealing fuel tanks, armour behind the pilot, and bullet-proof windshields. This plane was designated the Tomahawk II by the British and P-40B by the US. An improved self-sealing fuel tank was added, and this model was designated the Tomahawk IIB.



AGREEMENT

THIS AGREEMENT made at ... this ... day of July ... 1941, by and between CENTRAL AIRCRAFT MANUFACTURING COMPANY, FEDERAL INC., U.S.A., 50 Rockefeller Plaza, New York, N. Y., a corporation organized under the Provisions of an Act of Congress known as "China Trade Act ..." hereinafter called the Employer, and ... hereinafter called the Employee ...

WITNESSETH that:

WHEREAS, the Employer among other things operates an aircraft manufacturing, operating and repair business in China, and

WHEREAS, the Employer desires to employ the Employee in connection with its business and said Employee desires so enter into such employment,

NOW THEREFORE, in consideration of the premises and the mutual covenants and agreements herein contained, it is agreed between the parties as follows:

ARTICLE 1. The Employer agrees to employ the Employee to render such services and perform such duties as the Employer may direct and the Employee agrees to enter the service of the Employer who, in consideration of the Employee's faithfully and diligently performing said duties and rendering said services, will pay to the Employee a salary of ... United States currency (U. S. $600.-) per month payable monthly on the last business day of each calendar month.

ARTICLE 2. The said employment shall become effective and salary payments to the Employee thereon shall begin as from the date of the Employee's reporting in person to the Employer's representative at the port of departure from the United States (which port shall be designated to the Employee by the Employer), such date to be not later than ... July 15, 1941 ..., and shall continue for one year after the date on which the Employee shall arrive at the port of entry to China (which port shall be designated by the Employer to the Employee prior to the latter's departure from the United States) unless sooner terminated or hereinafter provided. The Employer undertakes to report to the Employee's representative at the said port of entry ... aforesaid ... After the expiration of the said term of one year this contract shall continue in effect on the same terms and conditions unless and until terminated by either party on 10 days' written notice.

ARTICLE 3. The Employer agrees to pay all reasonable travel costs to the Employee from ... Norfolk, Va. ... to the place in China to which the Employee may be directed or proceed, including:

(a) First class railroad fare and berth, if necessary, by the most direct route to point of departure from the United States plus U. S. $1.00 per day for meals en route.
(b) Actual cost of passport and visas.
(c) Reasonable cost of hotel and meals while awaiting steamship transportation in accordance with travel allowance of the Employer.
(d) Transportation to port of entry to China.
(e) The sum of U. S. $100.00 for contingent expenses en route to port of entry.
(f) Actual expenses from the port of entry to the designated destination in China to be accounted for by the Employee to the Employer.

ARTICLE 4. At the expiration of this contract the Employer agrees to pay to the Employee in addition to the sums elsewhere stipulated in this contract the sum of U. S. $100.00 in lieu of Employee's return transportation costs from China to the United States.

ARTICLE 5. The Employer reserves the right to terminate this contract summarily by written notice to the Employee ... for any of misconduct of the employee in any one of the following categories:

(a) Insubordination;
(b) Revealing confidential information;
(c) Habitual use of drugs;
(d) Excessive use of alcoholic liquors;
(e) Illness or other disability incurred not in line of duty and as a result of Employee's own misconduct; or
(f) Malingering.

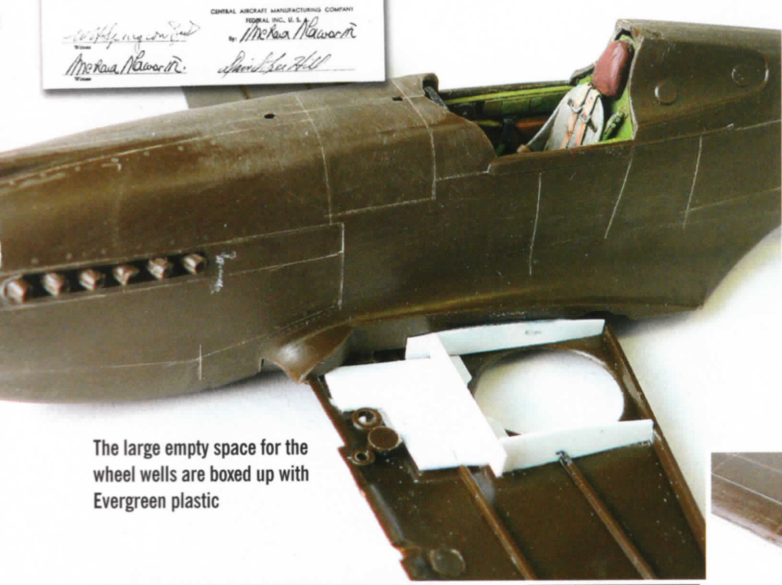
IN WITNESS WHEREOF the Employer and Employee have executed this agreement in quadruplicate, of which two copies are retained by each party.

CENTRAL AIRCRAFT MANUFACTURING COMPANY
FEDERAL INC., U. S. A.
By Melvin Rainwater

Witness: Melvin Rainwater

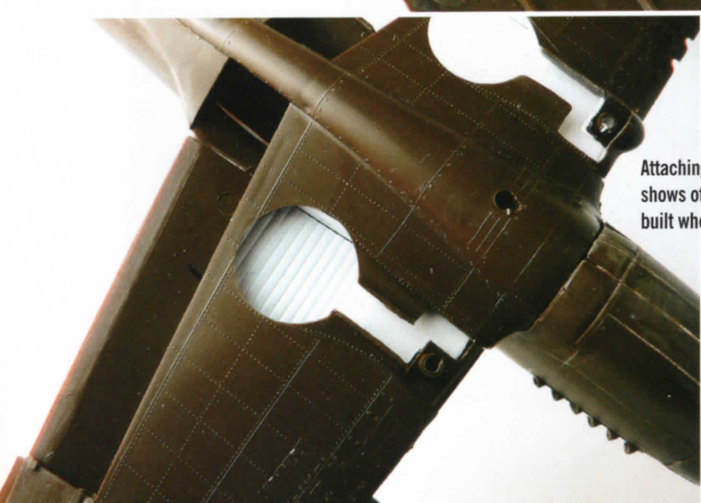
Witness: [signature]

The last page of CAMCO's contract with Tex Hill, notice the $600 monthly salary and a $500 reimbursement for transportation cost at the end of the contract (Author's collection)



The large empty space for the wheel wells are boxed up with Evergreen plastic

The exhausts were drilled out with a dremel tool and #80 drill bit



Attaching the wing halves shows off the scratch built wheel well area

The nose area fit was especially poor, requiring much filler and sanding

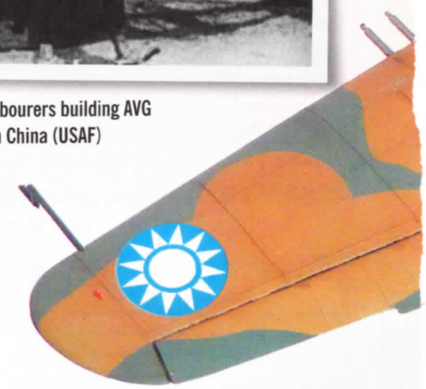
The last P-40B assembled in Mingaladon, Burma, was #99, as one plane was lost at sea while being transported (National Archives)

When Curtiss learned of the diversion to China, it seems they had used spare parts from an old inventory to build them – including some older fuel tanks. These were officially designated H-81-A3 for export and thus weren't quite P-40Bs, nor were they exactly Tomahawk IIBs, so these received the equally dizzying manufacturer's designation H-81-A2. These planes were delivered with neither guns nor radios, and CAMCO had to purchase these separately. Eventually they would buy radios meant for civilian use, .50 calibre for the fuselage guns, and British .303 Browning machine guns for the wings. However, they were only able to obtain enough Brownings for the 2nd and 3rd squadrons. The 1st Squadron received 7.92mm guns instead. All these factors, combined with minor production changes and field modifications, created Tomahawks of which no two were exactly alike.

Much has been much written about the AVG's colour scheme and I'll give a short synopsis here, but note that details are still debated among various sources. The Tomahawks carried the British Temperate Land Scheme – a disruptive Dark Green over Dark Earth. The colours were laid down with rubber mats to create hard edges. Note that areas were masked out on both wings for the British roundels, and the smaller Chinese white star inside a blue circle roundel did not match this masked area. There were two schemes, A and B, which were mirror images of each other. A small number of AVG aircraft received the B scheme. The underside was specified as Sky. Note also that these aircraft were painted before construction, so as they were assembled, there were noticeable mismatches of colour demarcation from aircraft to aircraft. As operational losses mounted, planes received cannibalized parts without any effort to make the markings match.

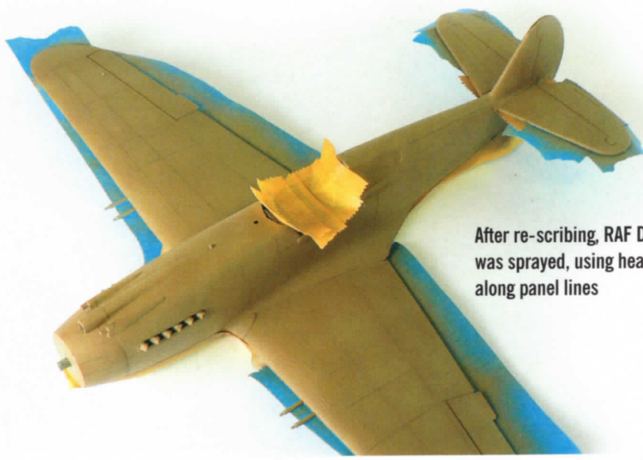
Also, Curtiss almost certainly substituted DuPont paint as a close approximation of British standard colours. No record of the exact colours used has been uncovered so far, but the upper colours were very similar to US Army Air Corps Dark Green and Rust Brown. To add to the confusion, certain aircraft may have received a different brown colour – 'Sandy Earth Brown' – which was lighter than the usual brown. On the underside, photographs show a distinctive light grey colour instead of the much bluer Sky – perhaps DuPont 'Sky Gray'. It is a matter of conjecture whether grey was substituted or there was confusion regarding 'Sky' vs. 'Sky Gray'.

Chinese labourers building AVG airfields in China (USAF)

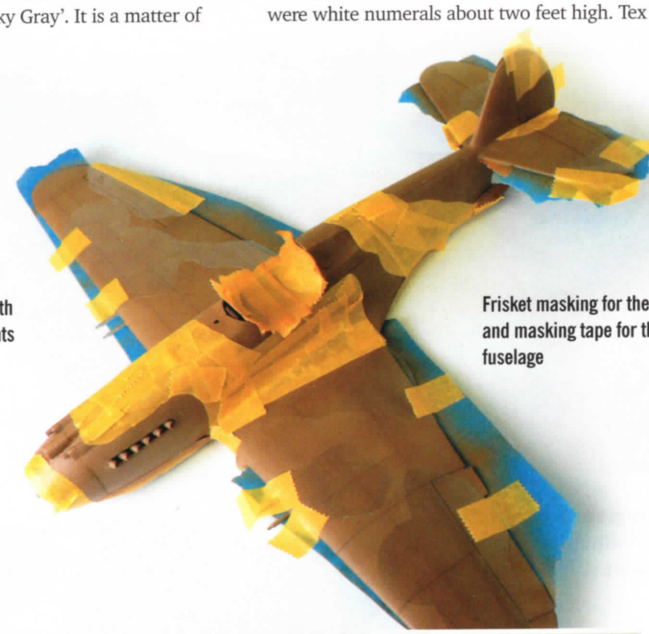


The wheel covers were finished in different colours. Some were grey, Dark Earth, or Neutral Grey. Some had half blue and half orange painted on to test small vanes mounted on the wheels to induce wheel rotation before landing.

The tails had Chinese Air Force serial numbers – Hill's plane was P-8134. The fuselage code numbers were white numerals about two feet high. Tex was



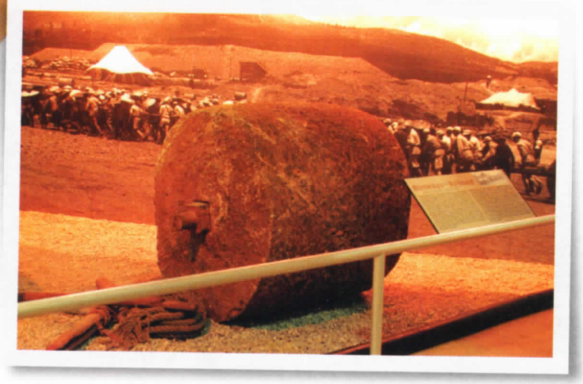
After re-scribing, RAF Dark Earth was sprayed, using heavier coats along panel lines



Frisket masking for the wings and masking tape for the fuselage

RAF Green was applied and the masking comes off

Decals being applied after a coat of future



A Typical Roller used by Chinese labourers at the USAF museum in Dayton, Ohio (USAF)

originally assigned #48, and these numbers were often painted again on the nose – but not on #48. What is interesting is that this aircraft, the one most associated with Tex Hill, never saw actual combat. On December 10, after coming back in the dark from an attempted intercept of Japanese bombers, Tex landed long, overshot the runway, and the plane was damaged and ultimately used for parts.

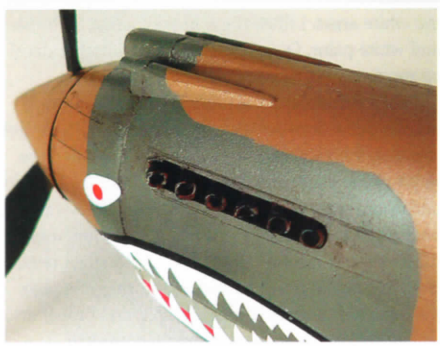
Each Tomahawk had the distinctive shark's mouth – an idea borrowed from the RAF after 1st Squadron pilot, Charles Bond noticed it on a magazine cover. Each squadron also wore different versions of their individual mascot. The 2nd had individual cartoon figures drawn up by pilot Bert Christman, who was a professional cartoonist before joining the Navy. For Tex, he designed a panda bear wearing cowboy hat, boots, and a gun belt next to a longhorn skull. Finally, a blue fuselage band was adopted for the 2nd Squadron. While Christman had designed cartoons for the whole squadron, only a few were actually painted.

The Model

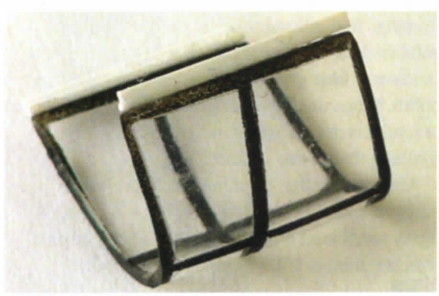
To build the P-40B in 1/48, discounting out-of-production kits, you have your choice of the Trumpeter or the Revell kits. Trumpeter's is a relatively new kit with all the expected features but with certain inaccuracies, the main one being a very shallow cockpit floor. The Revell kit is the old Monogram mould, which is more than thirty years old now with its own set of 'features' standard from that time. I just happened to have that kit in my stash, so the Monogram kit it is.

Every modeller has his own criteria of what must be 'fixed' with every kit. With the old Monogram kit, these included the non-existent cockpit and the open wheel wells – no detail at all. For the cockpit, I used the Legend resin set, a wonderfully cast item. It comes in a sturdy box with no instructions or painting guidelines, but as I had reference pictures, these issues were easy to overcome. Once the original sidewall details were removed and a bit of sanding applied to the resin pieces, the fit was fairly straightforward.

Once the halves were closed, I decided to re-scribe the fuselage. While I have no big objection to raised panel lines, this kit was covered with embossed rivet detail, and in toning this down with a sanding stick, much of the raised panel detail was destroyed, so out came the scriber. I then carefully drilled out holes for the stacks with a Dremel tool. The trick here is to move the plastic toward the drill and not the other way around for a more controlled situation.

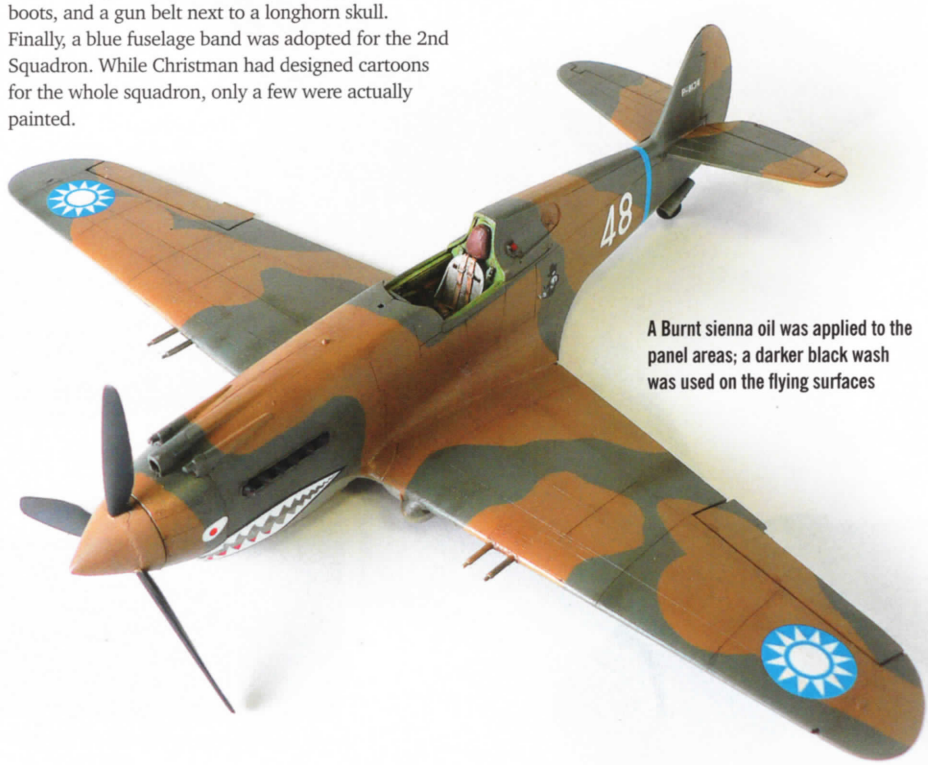


The exhausts were first painted with Tamiya Red Brown, followed by metallic gray dry brushed on, finally the interior was painted with flat black



If you pose the cockpit open, the sliding canopy is too short to sit properly, so some styrene strips were added to the bottom

Fixing the front windscreen by first polishing out the incorrect framing in front, then applying a scratch built armour glass on the inside



A Burnt sienna oil was applied to the panel areas; a darker black wash was used on the flying surfaces

Another view of the massive manpower used to build airfields without the use of machinery (USAF)

The AVG 2nd Squadron Panda Bears. Tex is 3rd from right – first row (Flying Tigers Association)

Before closing up the wings, the wheel wells were boxed in with plastic card. A textured Evergreen sheet was used as a short cut to simulate the detail on the well's roof. If you really wanted to, you could detail this area further with wiring and lightening holes. The instructions now would have you add a few pieces to allow the flaps to be movable on hinges. However, the hinge is not very detailed and this feature creates a bit of a gap, so I just skipped the hinges and glued the flaps shut. At this point, I began to realize I was almost done with the building process. There are simply not that many pieces to this kit.

I first laid down a coat of Tamiya white primer. The lower part was painted with Tamiya Light Grey, and after having just built two pristine-looking aircraft, I wanted to create a somewhat sun-bleached and worn aircraft this time. I used Model Master RAF Dark Earth lightened with a bit of white and Tamiya Buff. Instead of the pre-shading, I simply apply a heavier coat of the paint along panel lines and a lighter coat in the other areas, and with the white primer, this technique saves me a step and gives the same effect. I then photocopied an enlarged image of the camouflage pattern, traced the image of the wings onto Frisket paper, and cut out the pattern. Frisket paper already has a light adhesive and can be applied directly on the model, but the fuselage had too many compound curves to make this work, so I used Tamiya tape to hand mask that part. A coat of lightened Model Master RAF Dark Green was then sprayed on with the same technique of darker coats along panel areas. The exhausts were painted Tamiya Red Brown followed by Model Master Gun Metal dry-brushed on. Finally, a graphite pencil was rubbed onto the edges to get a metallic shine.

The clear parts were dipped in Future, allowed to dry, and then masked with Tamiya tape. A new #11 blade was used to cut the framing out and the same dark green was applied here. A coat of Future was sprayed on to entire airframe and it was time for the decals.

Given that #48 is the best known of Tex Hill's aircraft, one would think there was wide choice of decals available. Unfortunately for me, there are no in-production decals in 1/48. After much fruitless searching for OOP decals, I decided to improvise. First I used Eagle Editions' sheet for 2nd Squadron (EC #31- AVG Tomahawks 2nd Squadron). This gave me some faded and non-faded Nationalist Chinese Stars as the ones included in the Monogram kit are not faded and way too big. The non-faded ones I used on the lower wings and the faded ones went on top. There were variations to the AVG's famous shark mouth, but I was able to reuse the one from #47, which was very close. The eyes had yellow 'pupils' in a red dot, while Tex's plane had a simple red dot in the eyes. This was easily remedied with a small drop of paint.

The number 48 gave me unexpected problems as I was unable to find any suitable replacements in my stash or even on any available decal sheets. I tried printing my own, but I couldn't cut a smooth enough oval to satisfy myself. Finally, I noticed the same decal sheet provide #49 and #45, so I improvised by using the top of the 9 and the bottom of 5 to create them from the same decal sheet.

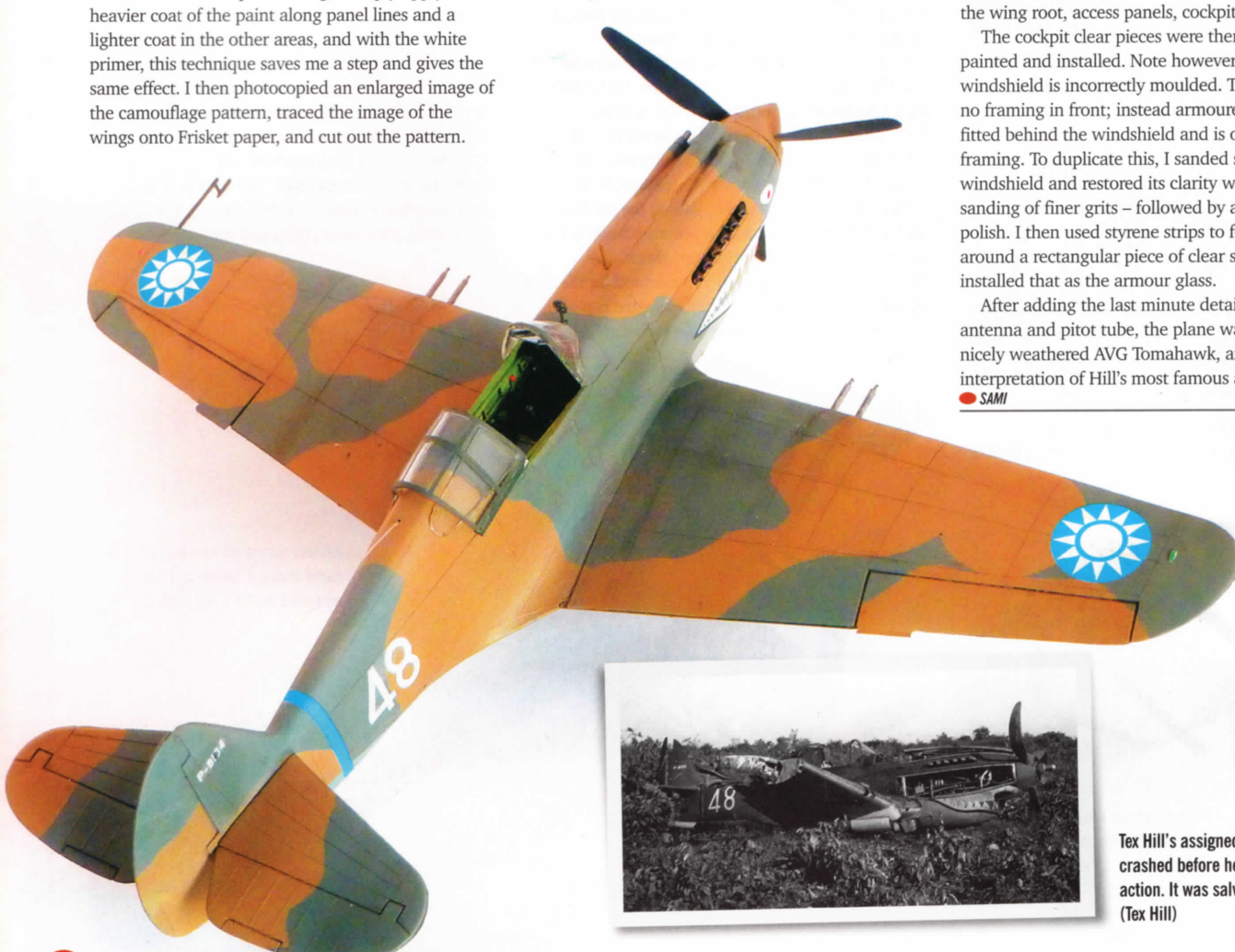
The cowboy panda bear sent me back to the drawing board. I decided to make my own and printed out multiple images on clear decal paper. I applied one decal first, which gave me an outline of the white areas. I filled these in with a fine tip brush and white paint. Once dried, I applied another decal on top to restore the details and clean outline.

I used a dark brown and black oil wash to bring out the panel lines and further emphasize the control surfaces, followed by a flat coat, which restored the finish to the plane and blended in the decals. I added additional wear with Tamiya weathering sets – the ones that look like makeup cases. These were used mostly to add exhaust and gun stains. A silver pencil was then employed to add wear and chipping near the wing root, access panels, cockpit, and propellers.

The cockpit clear pieces were then masked, painted and installed. Note however that the windshield is incorrectly moulded. There should be no framing in front; instead armoured glass was fitted behind the windshield and is often mistaken as framing. To duplicate this, I sanded smooth the windshield and restored its clarity with successive sanding of finer grits – followed by a dip in Future polish. I then used styrene strips to form a frame around a rectangular piece of clear styrene and installed that as the armour glass.

After adding the last minute details like the antenna and pitot tube, the plane was finished. A nicely weathered AVG Tomahawk, and a personal interpretation of Hill's most famous aircraft.

SAMI



Tex Hill's assigned plane #48, crashed before he saw enemy action. It was salvaged for parts (Tex Hill)

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When Hercules met LANCASTER

How to make a Lancaster B.II

BY COLIN PICKETT

Avro's Lancaster bomber really requires no introduction, its famous shape being familiar to air show visitors all over the world. Less familiar is the radial engined B.II version, which had its Rolls Royce Merlins switched for the 1,615hp Bristol Hercules VI or XVI in an attempt to provide an alternative power source in case of wartime shortages. This in turn was coupled to a thirteen-foot de Havilland propeller. The installation of the Hercules required very few minor modifications to the aircraft, with changes to the controls, cockpit indicators, some movement of ancillary equipment, and new nacelles for the engines themselves.

The Bristol engine proved heavier than the Merlin, with the larger frontal area resulting in a greater amount of drag. Surprisingly the B.II had a shorter take-off run and a higher cruising speed than its Merlin powered brethren, although its lower service ceiling did bring it closer to the dreaded flak.

The B.II was often fitted with a bulged bomb bay as well as a ventrally mounted FN64 turret to provide some level of protection from fighters to this blind spot. The variant saw service with the RAF's No 61, 115, 26 Squadrons and 1668 Heavy Conversion unit, as well as the RCAF's No.s 426 and 408 Squadrons.

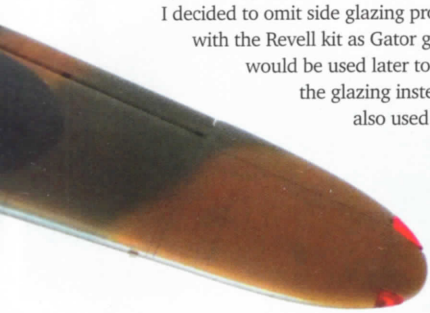
Construction

The Revell issue is widely regarded as the best value of the three available 1/72 Lancaster B.I/B.III kits, whilst also having a good level of detail, so I opted for the appropriate CMR conversion set. For those with the Airfix or Hasegawa kits, CMR produce tailored conversions for these models too. One of the best things about this conversion is that it immediately addresses the biggest problem with the Revell Lancaster, the dihedral, as CMR provide a complete new wing.

As with almost all builds this one starts with the fuselage interior. Although there is some dispute about interior colours for Lancasters I suspect that the aircraft would have been a mix of black and green inside, however I decided to paint mine with RLM66 (Black Grey) as the green areas would not have been visible on my model. The irony of using a Luftwaffe colour for the interior was not lost on me, but I wanted a good base to use for

highlights to bring out the detail and lowlights to simulate shadow. Although the Revell kit comes with a good level of detail already I wanted to jazz up the interior of the cockpit even more so Eduard's excellent pre-coloured zoom set (#SS305) was employed to provide the instrument panel, along with various other items. I added a map to the navigator's station cut out from an aviation magazine as this would be seen through the adjacent window.

I decided to omit side glazing provided with the Revell kit as Gator glue would be used later to form the glazing instead. I also used the Eduard masking set (#CX211) for the main canopy and the myriad of tiny glazing panels on the turrets as to mask these by cutting up tape would have taken the best part of a month at my pace. I also added the pilot's overhead sun blind from painted tin foil as this feature is missed in so many builds but really stands out.



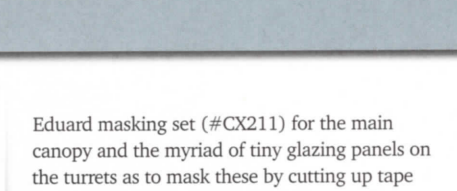
I left the kit-supplied spar box out of my model. This is supposed to fit over the CMR item, but can't be seen due to its location in the depths of the fuselage and the resin spar fits on the same locating holes. However, to be sure I fitted the interior first then taped the wing in location during the test fitting stage and found that all lined up fine.

I also found that the locating holes in the wing were slightly too shallow to take the pegs on the resin spar, but a few minutes with a suitably sized drill bit sorted this, just make sure that you drill this square to the wing (fuselage) end as it will put the wing out of plumb if not and causes a few problems later.

With this detail addressed I then stuck the fuselage halves together and bound them up with masking tape to ensure the alignment was retained before leaving the assembly to cure fully for a couple of days. I did run some very liquid superglue around the fuselage/wing join too so there is quite a lot of surface area joined together to provide extra strength. I guess if you were really concerned you could drill out the spars and fit some brass tube instead but I found that the kit parts were fine.

The B.II Lancaster was commonly fitted with the bulged bombbay doors, which add even more interest to its profile, so for me these were a must. CMR provide the doors as a drop-in section but I found that on my kit the parts had suffered from shrinkage. A quick conversation with the folks a CMR assured me that this was likely to be common due to the shape and size of the part so I opted to tackle the problem head on, with some Management-speak about 'opportunities for solutions' echoing in my head.

First off was to identify the precise problem; in this case the doors were too short at the front end and too narrow in the same area. With this in mind a set of plastic card shims were made to pack out the front



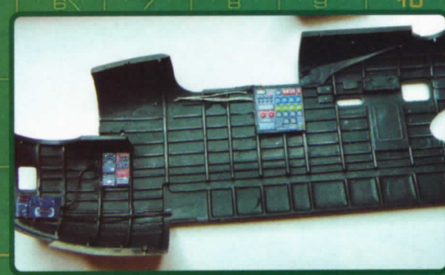
Avro Lancaster Mk I/III

TECHNICAL DATA	
Scale: 1/72	Kit No: 04300
Price: £18.99 US$38.50	Type: Injection Moulded Plastic
Manufacturer: Revell AG	UK Importer: Revell UK
US Importer: Revell-Monogram	

ALSO USED

- CMR 164A Avro Lancaster B Mk II conversion set for Revell kit
- Eduard #SS305 Avro Lancaster Mk I/III Interior (ZOOM)
- Eduard #CX211 Avro Lancaster Mk I/III Masks
- Quickboost #QB 72017 Avro Lancaster Mk I/III gun barrels with round perforations

The cockpit kitted out with Eduard's colour etch

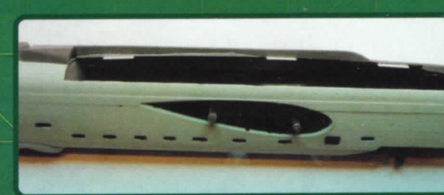


Revell's fuselage completed, detailed and all ready to close up

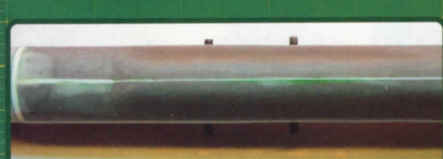
Shrinkage issues with the resin bomb bay insert - the front of the fuselage

The resin insert leaves a gap, but nothing a little bit of filler and plastic-card won't solve – that's why it's called modelling not assembling

The alignment issues are clear to see, the shrinkage is universal across the whole bomb-bay doors

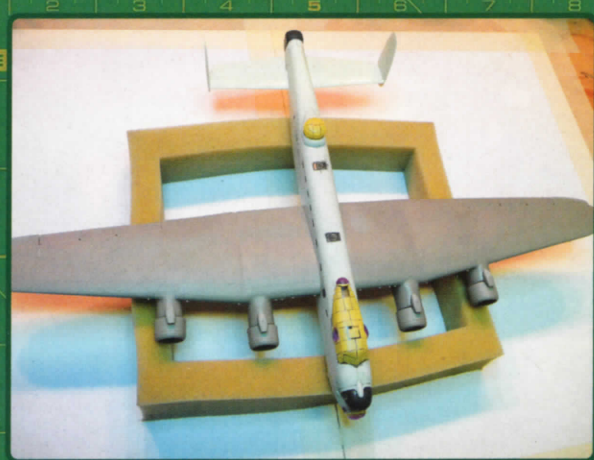


With the bomb-bay split, plastic tabs help alignment of the two halves whilst packers to the front fill in the main gaps

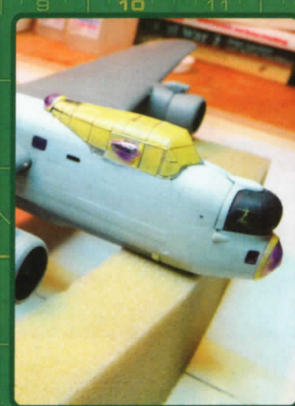


A view of the installed bomb-bay shows what little effort was really needed to make it all come together

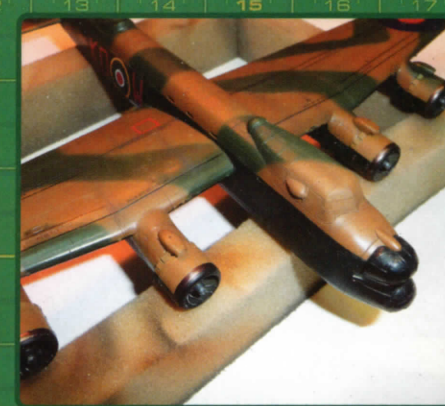
The bulged bomb bay makes a real difference to the aircraft's profile



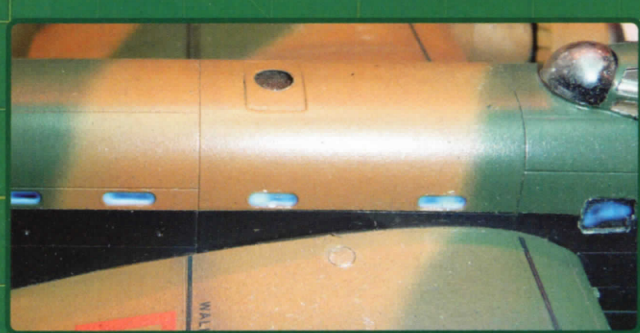
CMR's resin wings offer stunning detail - but lightweight they aren't



Ready for its war paint, the Lancaster B.II all masked up and nowhere to go



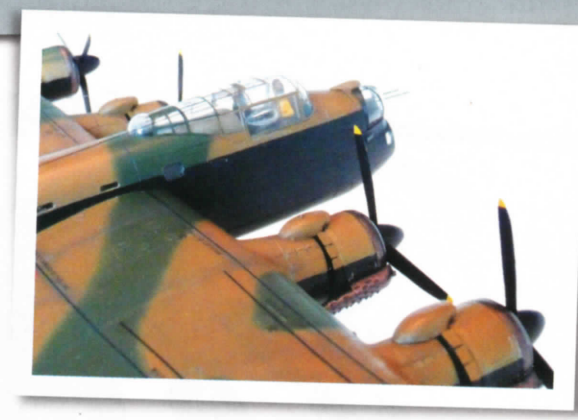
Painting in progress. Eduard's masks have been used on the canopy and turrets



Gator's Glue Glazing, it works all-white you know and is clear in the end

...and the little hand says...What the hey? My home-made propeller Jig, not my most sophisticated moment, but it works

Four Hercules ready for installation, More nice castings from CMR



and the doors cut in half to allow me to split them across the bomb bay void. I then bridged the gap between the doors with thin plastic card and stuck it all together with superglue gel, wiped clean with a cotton bud/Q-tip to remove any need for sanding back the glue. I left the doors overnight to cure before filling the remaining gap with Mr Hobby White Putty, my preferred choice for this type of job as I find it polishes up to a decent shine and takes a scriber well, essential for reintroducing the line between the doors.

One point I found with the Revell kit is the shape of the mid-upper gun turret, which looks too high and prominent when viewed against pictures of the real aircraft, so 2mm was removed from the base of the clear parts. On my next Lancaster I plan to resolve this issue earlier in the build; however it worked out alright this time and seems to have solved the problem.

The Hercules engines are exquisite and cry out to have time and attention lavished on them. First I drilled a hole in the centre of the engine block to insert an aluminium tube, so that I could make the propellers removable later, for transport. It also means that the propellers spin should you bump them, much nicer than that sickening snappy feeling we all know! I painted my engines with Mr Hobby Iron paint - the new polish-able type available from MDC in the UK - buffed them to a reasonable shine and applied a wash of thinned Tamiya X-19 Smoke. The original instructions tell you to install a huge number of scratchbuilt wire exhausts running to the back of the engine, however CMR contacted me just before I reached this stage (one of the advantages of writing the *Czech Out* pages) to inform me that this is actually incorrect and the exhausts should run forwards to meet with the collector ring at the front of the cowling. I left this stage until the engines were mounted in the cowls so that I had a good chance of not knocking the forty-eight tiny exhausts off. The instructions have now been modified to correct this error and CMR are most apologetic for any inconvenience. The engines themselves were masked with small cones of paper to avoid overspray during painting.

Painting

With everything in place it was time to break out the airbrush, and for a primer I chose to use enamel gloss black as it would really show every defect. Once this had dried hard enough I used a fine sanding pad to key it all in, and painted a coat of semi-gloss acrylic black on the underside.

Paintwise I used some Revell acrylics for the Dark Earth and Dark Green, and I'm happy to say that with a small amount of thinning they airbrushed well. By using thin coats of colour over the black it was possible to add variation to the panels to depict weathering along with general wear and tear.

The decals provided with the kit are beautifully thin and cover four different subjects, these being:

- *DS620 KO-W of No.115 Squadron, RAF East Wretham, summer of 1943*
- *DS708 EQ-Q Queenie of No.408 Squadron (Goose) RCAF*
- *LL725 EQ-Z Zombie of No.408 Squadron (Goose) RCAF*
- *DS713 OW-J of No.426 Squadron (Thunderbird) RCAF*

I chose DS620 as I wanted to produce a model of a well worn Lancaster with the FN64 turret and bulged bomb bay. To get the battered 'war bus' look I followed my pre-shading with some post-shading after the decals were applied as all paint on an aircraft gets damaged when in use. Small paint chips were added using a chrome marker pen softened with a fine brush of white spirit thinners. Some panels were repainted in fresh paint to make them look as if they have been either recycled from another aircraft or touched up during maintenance. Finally, the side windows were filled in with Gator's Glue to form the glazing.

CMR have provided a set of finely produced black resin undercarriage for use with this kit and this resin is much stronger than the standard grey/cream resin normally used. It is, however, much more brittle so in preparation for installation I drilled holes in all the joins and installed wire reinforcement to allow for the weight of the completed model, as I intend to move my finished Lancaster about quite a bit.

The flaps were left off the wings at this point as it would have been a real challenge to paint them in situ, so fine is the detail on these parts. Once fitted they really do add life to the Old Girl and are worth the effort alone, in my opinion.

The propeller blades come as separate parts to be added to the hubs/spinner so I made a small jig from a circle of plastic card with a small hole in the middle for the wire hub to fit into. This was then marked with the correct positions of the blades so that I could replicate their positions without resorting to guesswork. If this all feels like too much work several commercial propeller jigs are now on the market but I'm happy with my 'Heath Robinson' effort.

Aerial wires were added from Aeroclub Lycra thread stripped back to give a finer gauge and painted with a marker pen before installation

Finally I installed the gun barrels. The Revell kit parts are poor facsimiles of the real thing as they are purely plastic rods so the Quickboost resin set (#QB 72017) was employed to sharpen this up as it would have let down an otherwise excellent model.

Conclusion

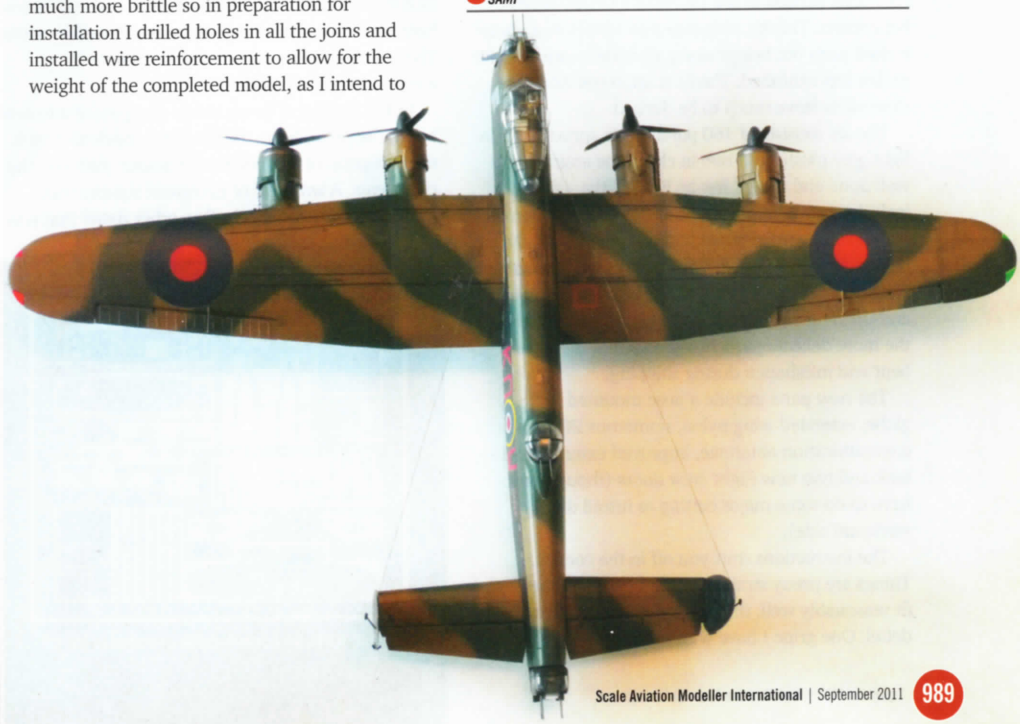
CMR have produced a very comprehensive kit of an often overlooked Lancaster variant and whilst a little more challenging than their normal fare it is a credit to them. I'm pleased with the outcome and hope that you'll agree. I found this project an absolute joy to build and it certainly brings home the size of the Lancaster and the (often controversial in these politically correct times) bravery of the crews who flew them. I for one salute you!

SAMI

The foam block stops the soft paint on the underbelly getting damaged whilst the Lancaster is in the workshop

The Hercules engine in position, a bit of a change from your usual Merlin

That FN64 Turret in place, tucked away on the belly



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RESCUE HAWK

Skunk's Navy Chopper in 1/48

BY PATRICK BROWN
Aerospace Media Services

Reusing moulds from one company to another is not a new phenomenon. Skunkmodels Workshop has expanded their line of kits by using moulds from the Italeri HH-60 series to produce their repackaged US Navy HH-60H Rescue Hawk, the navalized version of the US Army's UH-60 series of helicopters. This kit adds two new sprues and photo-etched parts but brings along all of the warts that the earlier kits exhibited. The fit is imprecise and the clear parts leave much to be desired.

The kit consists of 160 parts on six sprues, four in light grey plastic and two in clear. The engraving is well done and the PE fret by Eduard that comes included is a very nice addition. The kit also comes with a cardboard representation of an aircraft carrier deck, which just happens to fit the new Skunkmodels series of USN deck sections. The box is the standard end-opening style and is quite flimsy, and several of the more delicate parts in my review sample were bent and misshapen during shipping.

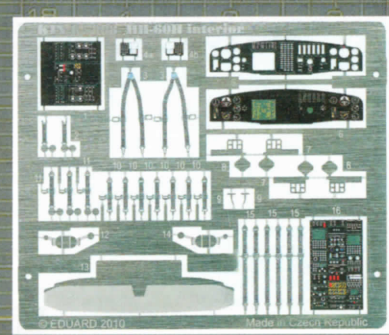
The new parts include a nose mounted FLIR globe, extended wing pylon, numerous ECM and communication antennae, improved external fuel tank and two new flight crew doors (though you have to do some major cutting to install the starboard side).

The instructions start you off in the cockpit. Things are pretty straightforward here and the parts fit reasonably well, the only missing ingredient being detail. One gripe I have with many makers of armour kits is the lack of interior detail, especially when there are big gaping hatches begging to be posed open. This is even more pertinent for helicopter models with their yawning cabin and crew doors. The interior of all Blackhawk derivatives is very busy, even the troop carrier types I rode on in Iraq. The interior of this kit is so bereft of detail one can almost hear the echoes bouncing off the bare fuselage walls. There is definitely a niche to be filled here by aftermarket detail makers.

In the interest of time, and in the spirit of a review build, I opted to leave the kit pretty much as-is with the exception of the side Kevlar amour plates on the crew seats. A small bit of Evergreen styrene sheet answered this need nicely. One other detail that was conspicuously missing was the first aid gear normally carried on this type of rescue helicopter. The kits are usually bright orange, so they are fairly visible. I went to the spares bin for a few 1/48 packs that received a coat of Vallejo orange paint and were set in place with CA glue.

I painted the interior a dark charcoal grey using Tamiya acrylics, a mixture of XF-1 Flat Black and XF-2 Flat White, counter-shading with thinned white and a very low pressure setting on my compressor. What little detail there is in the interior benefits greatly from a good dry-brushing. I used ground pastel chalk and finished off with chipping using a silver artist's pencil.

The fuselage halves mate fairly well, with no fit



Etched parts, by Eduard, come provided in the kit

The crew seats are conspicuously missing the Kevlar side armour. Evergreen stock answers this need nicely

HH-60H Rescue Hawk

TECHNICAL DATA	
Scale: 1/48	Kit No: SW48001
Price: US$25.99	Type: Injection Moulded plastic
Manufacturer: Skunkmodels Workshop	
Available from: www.luckymodel.com	

That all-important seamless front windows fit is the key to a successful helicopter model

The decal sheet is thin and on register for the most part – a typical Cartograph offering

issues that a modeller with moderate skill and a tube of Tamiya putty couldn't handle. The engine intakes and cowlings were a different matter I'm afraid. The locator pins on the engine cowlings were out by quite a bit, and it's better to shave them off and position the intakes correctly before gluing them in place. There will still be some gap filling and sanding to do, but much less than if you drop them in as-is. The exhaust cowlings are an even bigger problem. The instructions are misleading on how they are positioned, and this is a case where it will pay big dividends to look at photos of actual aircraft, dry fit, look at the photos, then dry fit again before you glue the pieces in place. Be sure to keep that tube of Tamiya putty handy, too, because there will be large gaps to fill and sand.

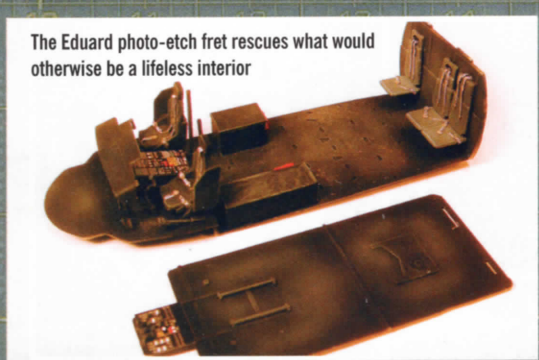
I find that it is very effective to thin Tamiya basic grey putty with Tamiya Extra Thin or Testors liquid cement. I drop a small, pea-sized drop of putty in a soft drink bottle cap and mix the cement in with a brush. The liquid cement cuts the putty perfectly. In this way I create slurry that is exactly the right consistency for the particular gap I am trying to fill. When it's dry I have only the minimum amount of sanding to do, which makes me happy.

The rest of the exterior is fairly straightforward and proceeds as per the instructions, although you will want to wait to add the antennae and other fiddly bits until you are completely done with all sanding and other procedures that require firm handling of the model. The HH-60H sprouts a veritable farm of sensors, antennae and other slender bits sticking out right where it seems natural for the builder to grasp the model. I broke many of these protuberances off in the course of the build and had to reattach them. Better to save them until the very end. I would highly recommend that the modeller consults photographs of actual aircraft when they place these antennae as it seems to vary considerably from type to type if not aircraft to aircraft. A good reference can be accessed at: ***http://www.primeportal.net/hangar/michael_block/hh-60h_163797/.*** The instructions are at odds with most photos I have viewed and there are no locator holes to guide you where to put most of them.

The kit was missing the conspicuous cable cutters found on all modern military helicopters. I went to the Evergreen bin and shaped out a pair of these for the dorsal and ventral sides of the aircraft.

With all the work Skunkmodels put into the clear parts I was surprised that they moulded the ALQ-144 Infrared Countermeasure Device in opaque grey plastic. It renders it very problematic to make the kit part look convincing. I used some exposed 35mm film to dress it up a bit. It would be simpler in a larger scale but for what it's worth I think it's an improvement.

The new sprue with the Rescue Hawk parts has some nice detail, but why Skunkmodels chose to


The Eduard photo-etch fret rescues what would otherwise be a lifeless interior

While the floor panels are nicely engraved, the interior is nearly bereft of any detail

The tail rotor had some sink marks in very inconvenient locations.

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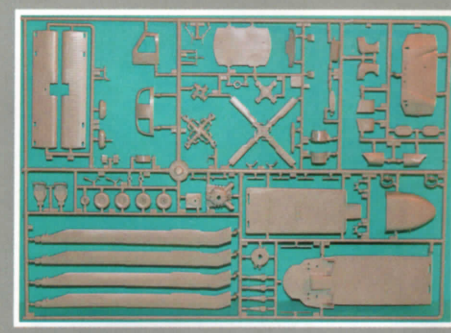
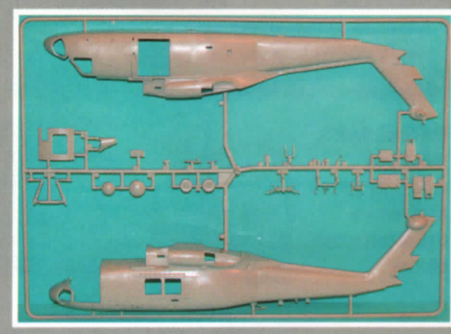
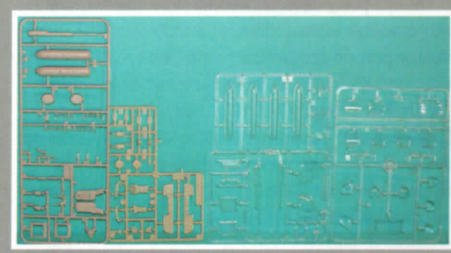
More external detail than the modeller could hope for! Plenty of scope here for further additions to the kit...



Most of the parts are from the original Italeri series of kits



The lines of the kit are reasonably accurate



Two new sprues are provided in clear plastic

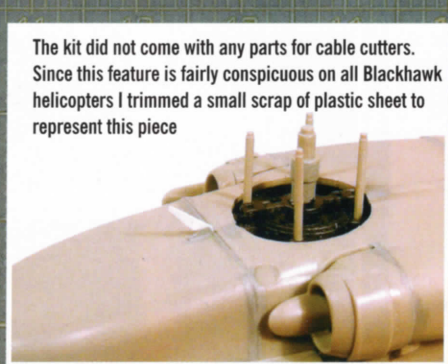
SPRUE SHOTS COURTESY OF CYBERMODELLER

model them in clear is a mystery to me. All it really does is make it difficult to spot unwanted seams and the clear styrene does not take putty quite as well as coloured styrene, and I had to spend an inordinate amount of time eradicating the seam on the external fuel tank.

At first glance the clear parts for the windshields and other windows looked a bit thick but otherwise acceptable. Once I had them off the sprue and tried to fit them into the appropriate locations my problems really began. While the fit on the side windows is okay, unfortunately the fit of the windscreen is simply abysmal. It's one thing if you have normal styrene parts that don't fit, as putty and sanding sticks can cover a multitude of sins. This isn't quite as simple a matter with clear parts. The poor fit mars what is an otherwise decent model.

Another of the many mysteries in this kit was the missing mounting parts for the second external fuel tank. The HH-60H can mount two external tanks, and both are provided in the kit (one clear and one in grey plastic) but there are only mounting brackets for one. I ended up just leaving the second tank off.

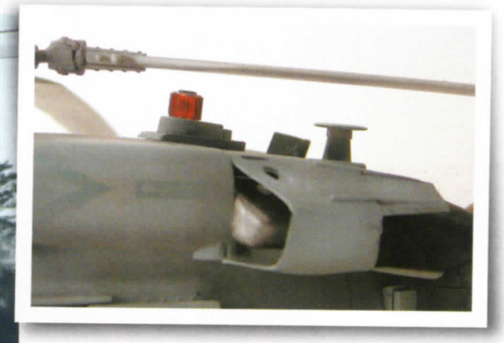
The final construction step was the rotors. These are quite nice but alas, not without problems. The main rotors are moulded with a pleasingly realistic droop, so no need to brew up a pot of hot water to soak and bend them. The tail rotors are adequate but had small sink holes on the reverse side. Not a disaster but annoying none the less. Both rotors have some detail but would benefit greatly from an aftermarket photoetched set or scratch-built details for the more lion-hearted modeller. The instructions indicate that the main rotor blades can be posed deployed or folded for shipboard stowage. I had intended to pose them folded so as to maximize the dwindling shelf space in my crowded workshop, but



The kit did not come with any parts for cable cutters. Since this feature is fairly conspicuous on all Blackhawk helicopters I trimmed a small scrap of plastic sheet to represent this piece

I'm really not sure why Skunkworks supplied main parts in clear styrene. For the most part they were not a problem but the seams on the external fuel tank were a challenge to fill

The helicopter landing pad provided with the kit



The clutter and complexity of the helicopter's exterior are apparent in this head-on view – as are the cable cutters and the heavy riveting

despite what the instructions say it's not possible to pose the blades this way. Three blades will fold back correctly but the fourth will invariably only go back to about a 50 degree angle. I suppose with a little surgery it could be made to work but I took the easy way out and posed them deployed for flight.

With construction and masking done it's time to paint. The instructions indicate what colour various parts are to be but the colour key on the first page of the booklet doesn't correspond to any references in the actual instructions. The modeller is left to guess or consult photos of actual aircraft. I recommend the latter method anyway but I was surprised that such a glaring detail should be missed by the manufacturer.

The paint scheme is fairly simple on this aircraft. I used Tamiya XF-19 Sky Grey mixed with a small amount of XF-18 Medium Blue to replicate the US Navy standard Grey-Blue upper surface colour. I lightened this mix with XF-2 Flat White for the under surface. Once all this was in place I post-shaded with a much diluted mixture of XF-2 Flat White and isopropyl alcohol. This gave the model a nice three-dimensional appearance.

The decals (printed by Cartograph) are nice and up to industry standard. There are markings for two different aircraft; one from HS-14 in 2009 when it was stationed on the *USS George Washington* and another from HS-3, an ASW squadron posted on the *USS Theodore Roosevelt* also in 2009. They reacted well to Micro Sol and Micro Set and nestled up nicely to the engraved detail.

I started the weathering process with a wash of black artist's oils, using white spirits as the carrier for the wash since it would not react with the acrylic base coat. The engraved detail and rivets took the colour nicely and gave the helicopter a pleasingly used and 'greasy' appearance.

This kit has a lot of potential for aftermarket and scratch-building projects and the rivets appeal to the armour builder in me. I could even wink at the fit problems on the body and engine cowlings. Nevertheless, I have a hard time looking past the poorly fitting clear parts around the cockpit, since this is the heart of any aircraft, and is where the eye naturally drifts on the model. It adds a lot of frustrating work to what could otherwise have been an excellent build.

SAMI

Rotors folded – not a simple or straightforward operation for the modeller, but an impressive sight if done correctly

Circuits and Bumps

A BEAVER'S Tale

Airfix 1/72 DHC Beaver

BY MIKE GRANT

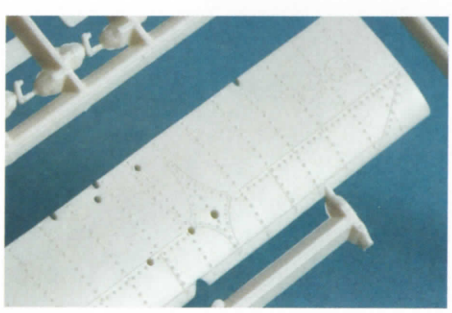
Long associated with the fur trade, the beaver has been adopted by Canada as its national animal. It's a widely used symbol here, appearing in cartoons, logos, even on the coinage. Surprisingly the hugely successful de Havilland Canada Beaver was not used by the Canadian military, although there are many civilian examples still flying, many of them with floats accessing Canada's numerous lakes. It can hardly be called a beautiful aircraft – rugged and utilitarian certainly, but with its boxy fuselage and agricultural construction it wouldn't win any awards for streamlined design. From a modelling perspective though, such off-beat and ugly planes often make the most compelling subjects.

Airfix released its Beaver kit in 1972, a period in the Company's history in which it produced some of its best models. Unsurprisingly it's festooned with rivets and lightly raised panel lines, but it has undercarriage options of wheels, skis or floats and a good level of detail throughout. Quite a few sink marks were evident, especially on the fuselage and wings. Markings in my boxing were for a British Army version or a float-equipped US Army example. The other readily available 1/72 kit of the Beaver is produced by Hobbycraft, but although it has recessed panel lines and sharper mouldings it doesn't capture the ruggedness of the Beaver as well as the Airfix kit, and has less detail overall.

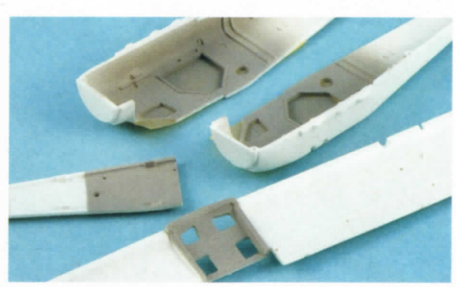
Cockpit and Cabin Interior

My usual search of the Internet for interior details didn't yield much in the case of the Beaver, although there were numerous instrument panel shots, most of them from civil variants. I did find an excellent walk round of a Dutch military aircraft which included several cabin photographs, although how similar it would be to a British version I wasn't sure.

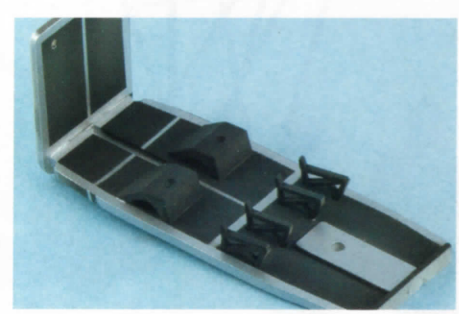
I opted for a generic light grey as the main interior colour, hoping that it would reflect some light and make the interior details easier to see through the fuselage windows. Other than add tape seat belts I



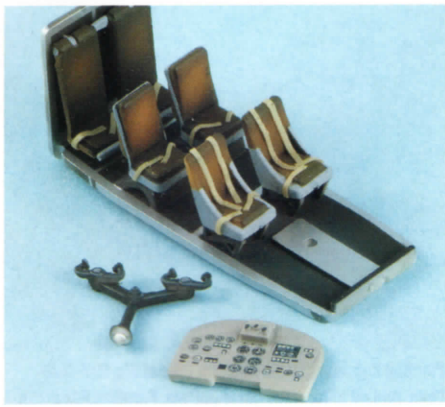
White plastic, rivets and raised panel lines – the Beaver is every inch a 70s Airfix product



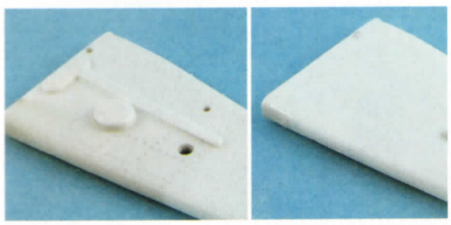
The upper-wing mid section and part of the fuselage top need to be painted the interior colour as these areas are visible through the windows



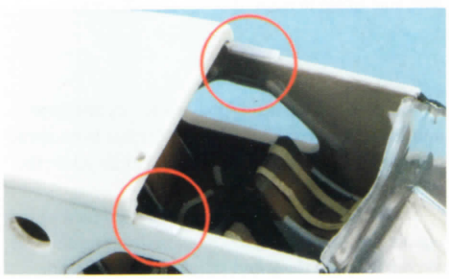
Spurious paint scheme on the cabin floor and bulkhead, but it's mostly obscured by the seating once installed



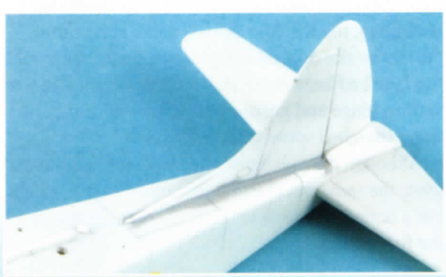
The two front seats and control column are set much too far back, which I didn't notice until the fuselage halves had been glued together



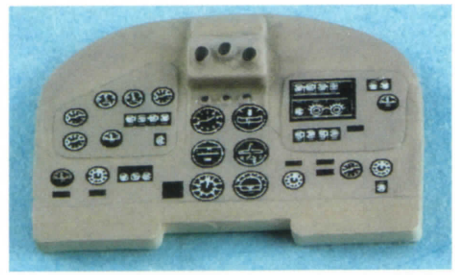
Trying to sand and re-scribe around the raised detail on the fuselage roof would have been a major task so it was all sanded off, to be replaced later



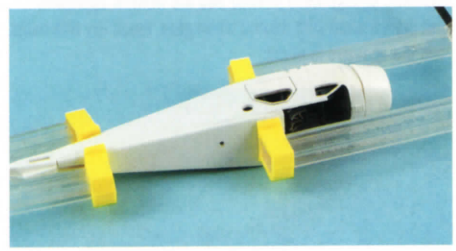
To prevent a step where the wing met the cabin roof, two small styrene strip shims were used to raise the wing slightly



Poor fit of the fin resulted in the need for filler

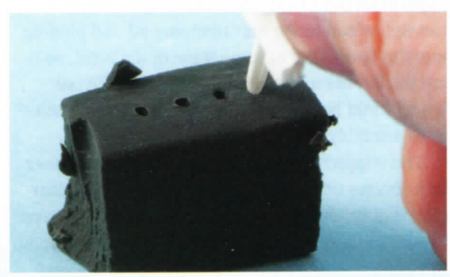


Every photo of Beaver instrument panels that I looked at varied in layout, so mine is a 'generic' interpretation

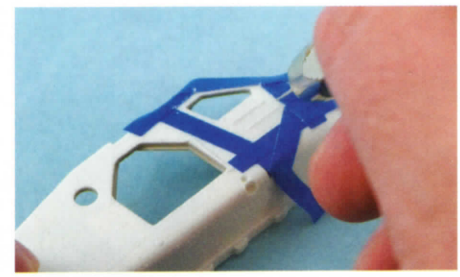


Berna clamps were required to keep everything square and solid while the liquid cement cured

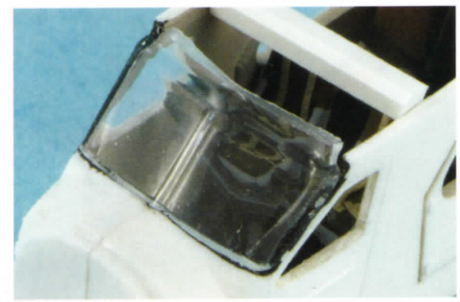
The advantage of thinning the trailing edge of the cowling to a more scale thickness can only be appreciated when viewing the model from the rear



Several streamlined blisters had to be added to the top of the Beaver's fuselage. A piece of sprue was filed and sanded to the correct shape and pushed into a block of heat-curing polymer clay to create a female mould



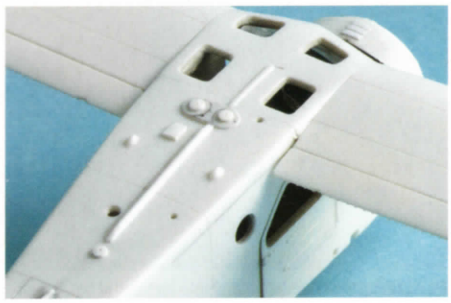
Re-scribing the door detail; multiple sections of tape mean this could be achieved with one continuous action



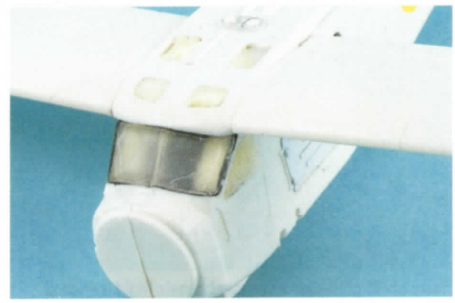
The windscreen was marginally wider than the aperture it was designed to fit; a temporary sprue 'spacer' bar forced the fuselage sides apart while the super glue set

The finished cowling sanded to scale

Once the mould had set, lengths of sprue were held close to (but not in) a candle flame. The plastic liquefies into a molten blob which can then be pushed into the mould. When cool the blisters were shaved off and glued on to the model



The blisters and various other scratchbuilt details in place



Parafilm was used to mask the windscreen. Blocks of cosmetic sponge were pushed into the window apertures and then soaked with diluted white glue. When dry this helps seal the sponges in place

Painting has commenced and thin rolls of Blu-Tack have been applied to form the camo pattern. Parafilm fills in the areas to remain brown

A tight pattern with a slightly soft edge was the result. Unfortunately there was too much contrast between the two colours

A few misted coats of the brown over the whole model toned down the green to a more acceptable colour. Here the masking has been removed for the day-glo panels

Although labour-intensive, careful masking is always less work than having to touch-up overspray afterwards

did little to enhance the kit-supplied details beyond painting. Seat cushions were painted olive drab, the dual control column black and the instrument panel light grey, to which were added gauge/switch panel decals. The floor and rear bulkhead were sprayed black with aluminium edging for a utilitarian feel.

It wasn't until after I'd attached the cockpit unit and glued the fuselage together that I realised Airfix had set the pilot's/co-pilot's seats too far back from the instrument panel – they're a good three scale feet from it and as a result don't line up with the forward side windows. It would have been a simple task to re-locate the seats further forward, had I realized in time.

Fuselage

All of the rivet detail and panel lines were sanded off, the latter being re-scribed using the usual sewing needle and DYMO tape technique described in the Circuits and Bumps Fiat G-91 article. Rather than try to sand around the various raised details on the fuselage sides and roof, the decision was made to remove most of it to facilitate re-scribing and seam removal, then replace it later with scratchbuilt parts. The top of the fuselage is a separate piece and this had quite a lot of raised detail for the various antenna. A same-size scan was made of this part, then all the raised detail sanded off. The scanned image was referred to later as a guide for sizing and locating the scratch-built replacement pieces.

Airfix suggest attaching the tail-wheel at this stage, to be trapped between the fuselage halves. Experience has taught me that doing so would inevitably lead to the unit snapping off and pinging into the Great Void at some stage of the build, so I cut the flat baseplate off and found that the tail-wheel could be inserted into the two fuselage holes after assembly.

The windscreen has to be glued on at this stage as it locates under the upper wing part. The clear part is quite thick as can be expected from this era of Airfix kits, but a light polishing followed by a dip in Future restored some of its clarity, although it does little to reduce the distortion. I found the windscreen to be a little too wide for its aperture and had to use a makeshift spreader bar from sprue to force the fuselage halves apart slightly while the window glue set.

The oddly-shaped fuselage doors (designed to enable the loading a of a 45-gallon drum on the real aircraft) are too thick and stand proud of the side surfaces. Furthermore the clear window inserts don't fit well and are heavily distorted. Replacement doors were cut out of clear acetate from some discarded packaging, the window shapes masked and the distinctive ribs applied using strips of tape. Once the fuselage had been re-scribed and sanded smooth the various hinge and handle details were reinstated using stretched sprue and plastic card.

Although the tailplanes fitted well with minimal gaps, the same can't be said of the vertical fin which left a noticeable space where it fits onto the top of the fuselage.

Thinning the trailing edge of the engine cowling makes a huge difference to the look of the model when viewed from the rear, yet takes only a few minutes to achieve using a grinding bit in a Dremel motor-tool. The propellor, spinner and engine were painted at this point but were not installed until the end of the build process, again to minimize damage and masking.

Wings

Supplying a one-piece upper wing certainly helps in achieving the correct dihedral – it's pretty much done for the modeller, and it only remains to ensure that it's fixed perpendicular to the vertical fin. Underwing inserts fit into recesses below the top wing, but not particularly well, leaving a step where they meet the wing-tips. Shims of plastic strip raised the inserts to the correct height preventing excessive filling, although there's still a seam to attend to. Each of the flap actuators and the mass-balances are separate parts, and cleaning these up is tedious but worth the effort.

Undercarriage

What look like giant sink marks in the undercarriage legs actually reflect the shape of the real thing quite accurately, though there was inevitably some clean-up to be done. A nice touch is that Airfix have engineered the hole into which the main struts insert. Everything fits together nicely here, the undercarriage fairings locate positively to the fuselage and the struts go exactly where they're supposed to, lining up with the location holes below the wings.

Painting and Finishing

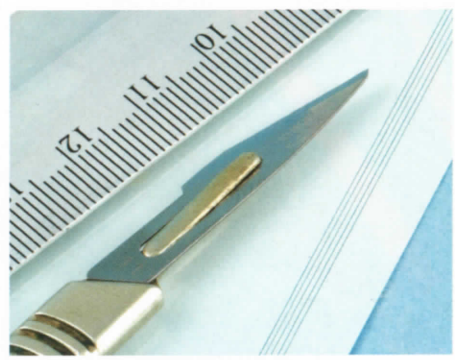
There were so many users of the Beaver, both military and civil, that the modeller is spoiled for choice regarding colour schemes. I was sorely tempted by some of the hi-visibility orange Antarctic schemes, but since the original inspiration for the build was a photo of a British Army machine I settled on that. Further research revealed a variant with Hi-viz panels, and being a sucker for day-glo paint that's the scheme I chose.

Because the base plastic was already white I initially masked off all of the areas that would be painted orange. The upper fuselage strips are segmented, separated by fine strips of the camo colours. Rather than try and mask these the decision was made to spray the two day-glo bands as solid areas and then apply thin strips of painted decal later to separate the smaller sections.

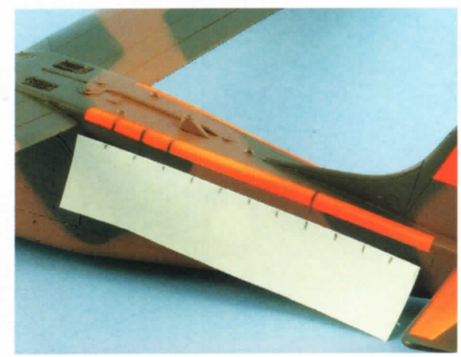
As an alternative to my usual method of paper masks, thin rolls of Blu-Tack were attached to the model and the spaces in between covered with ParaFilm. The dark green was then airbrushed, spraying at an angle away from the Blu-Tack, to create a tight camo pattern with a slightly blurred demarcation. I found this method to be considerably quicker than my usual technique, but the nature of the putty doesn't allow as precise shapes to be formed as can be achieved by cutting the masks from paper.

Upon removal of the masking I wasn't happy with the contrast between the two colours, the green appearing much too dark. A few misted coats of the

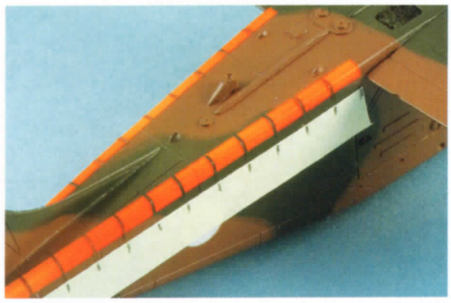
The colour scheme springs to life with the application of the fluorescent orange



To create the segments of the day-glo fuselage panels, painted strips of decal were used. It's better to score the clear decal paper before painting – trying to cut the strips after painting often results in the paint flaking off

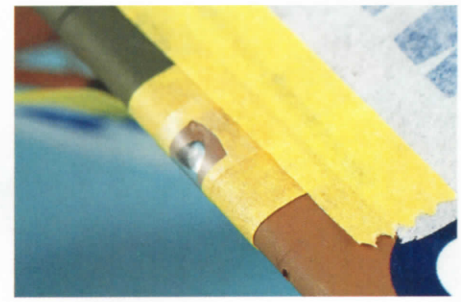


To ensure the sections were equidistant they were measured and marked on a Post-it note. Some of the decal strips had to be airbrushed half brown, half green where they intersected both camo colours



Both sides completed, much quicker and neater than trying to mask and paint the individual sections

The Beaver has been gloss-coated and decaling is underway. Note that most of the smaller external details are still to be added, reducing the risk of knocking them off while handling the model



The upper cockpit windows and the wing leading edge light were glazed using clear packing tape. Because it's very high-tack, the areas surrounding the apertures were masked off to protect the paintwork

brown over the whole airframe effectively muted the green to a more acceptable tone. Masking the areas to be orange then commenced, numerous thin strips of masking tape being applied around each shape, then the backing paper from Parafilm was used for blanking off larger areas. An hour of careful masking was followed by five minutes of airbrushing, Gunze's Mr Color lacquer making short work of the day-glo areas. These panels faded rapidly in service, so a few random patches of pale lemon yellow were added.

My supply of original Future floor polish is dwindling, but there was plenty enough to seal and gloss the Beaver before decal application. Unfortunately the kit decals were old and unusable so replacements were made, fortunately there's not much to the markings besides national insignia and serials. After decaling a few misted coats of flat varnish were airbrushed, then the myriad of small details that had been left off to facilitate handling were added to the model.

Conclusion

By no means a quick project, the Airfix kit nevertheless builds into a convincing replica with a bit of extra work, and nicely captures the ruggedness of the real thing. I rarely build more than one of the same subject but with so many schemes to choose from, as well as float and ski-equipped variants, I could be tempted to build at least one more Airfix Beaver.

SAM!%

Underside view, the thinned cowling edge can be clearly seen

Beaver: Sweating the details

BY MIKE GRANT

The inspiration for the Beaver build came from the cover of a 1980s aircraft magazine. The main photo was an air-to-air photo of a British Army Beaver, taken from above, showing the array of aerials and antenna on top of the aircraft. What struck me was that although the aircraft itself was bulky, basic and not particularly attractive, the myriad of details on the airframe drew me in and made the aircraft an appealing modelling subject. I've noticed this at model shows, too – on tables full of beautifully finished, streamlined Spits, Mustangs and 109s it's the odd-ball ugly subjects that I'm drawn to, especially if they're dripping with accoutrements.

Although not a super-detail project, the Beaver build was nevertheless an exercise in adding extras and refining the kit parts to create a more scale appearance. Good references are essential – besides the original magazine article I found many other useful photos online, including a couple of very thorough walk rounds. Despite its name, Airliners.net is not restricted to civil subjects and is usually a good starting point for good, clear images of most military types; it was certainly useful for this project. Below are a few of the areas that were given extra attention on the Airfix Beaver.

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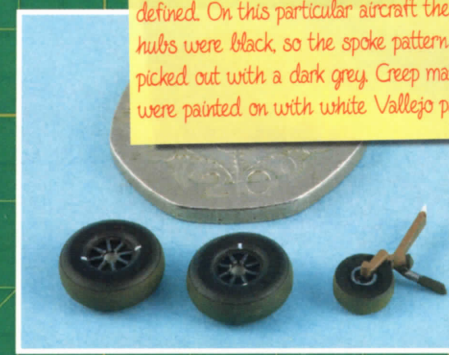
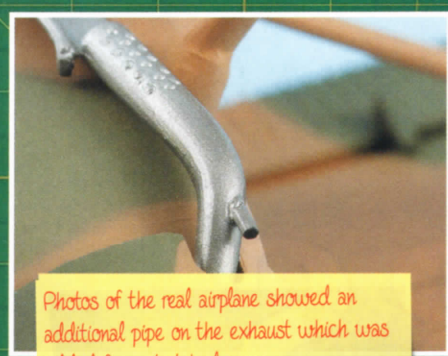
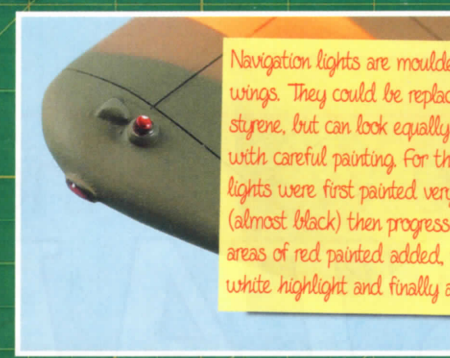
The tread surface of the wheels was airbrushed with a light coat of earth colour. The inner axles were sometimes painted red where they attached to a towbar



Hub detail on the Airfix kit is well defined. On this particular aircraft the hubs were black, so the spoke pattern was picked out with a dark grey. Creep marks were painted on with white Vallejo paint

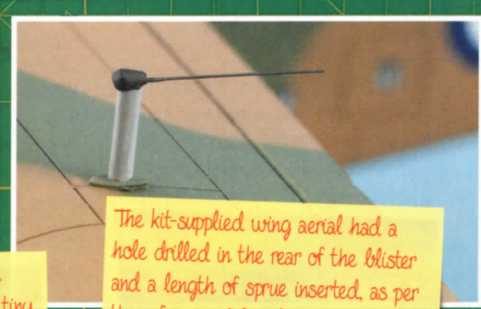


Photos of the real airplane showed an additional pipe on the exhaust which was added from stretched sprue

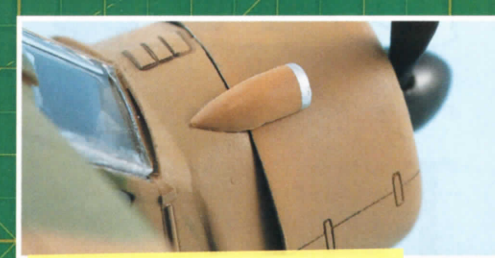


Navigation lights are moulded into the kit's wings. They could be replaced with clear styrene, but can look equally as effective with careful painting. For the port wing the lights were first painted very dark red (almost black) then progressively brighter areas of red painted added, followed by a white highlight and finally a coat of Future

A glass MV Lens was installed in the wing landing light, then glazed with a tiny ellipse of clear packing tape. A stretched sprue pitot tube with a triangle of styrene replaced the over-scale kit item

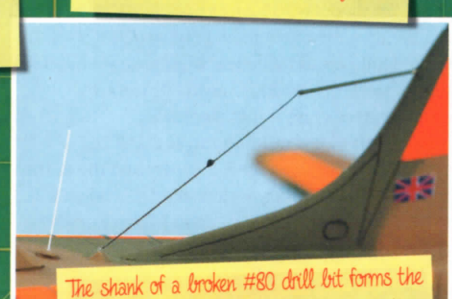


The kit-supplied wing aerial had a hole drilled in the rear of the blister and a length of sprue inserted, as per the references I found. It was mounted on a small ellipse of 10 thou styrene



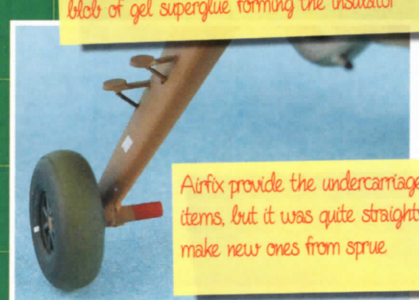
Fasteners and panel lines were scribed onto the cowling. The leading edge of the intake was sometimes left in natural metal, which was replicated on the model

After removing the kit detail all of the various blisters, antennas and radar housings were reinstated using plastic card, strip and sprue. The beacon is a length of clear plastic sprue painted with Tamiya's Clear Red. The upper cockpit windows, hugely thick and distorted in the kit, were replaced by panes of clear packing tape

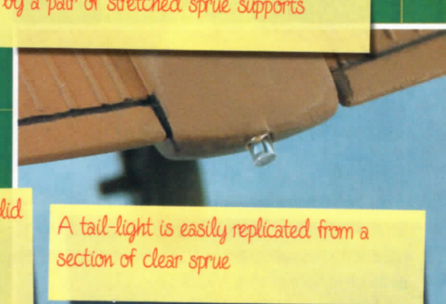


The shank of a broken #80 drill bit forms the tail probe; the cable is stretched sprue with a blob of gel superglue forming the insulator

Wire was used to replace the over-thick kit steps, each being supported by a pair of stretched sprue supports



Airfix provide the undercarriage steps as solid items, but it was quite straightforward to make new ones from sprue



A tail-light is easily replicated from a section of clear sprue

The Way to the STARS

BY GARY HATCHER

I can hardly believe it myself. This month I have actually put two finished kits in the cabinet. Of course some may scoff and say that they are, after all, only 1/144, but at risk of labouring the same old point, that is entirely a subjective matter. Just because they are in the smaller scale, does not necessarily mean they are either slapdash or banged together in a hurry. 1/144 makes things both easier and harder. On the one hand certain aspects require less work, as the detail is, indeed smaller – the work needed to suggest a full interior through a closed canopy, for instance, is less than on a larger model, but on the other hand you will find yourself putting extra effort into different areas in order to make the finished model look acceptable. Canopies and transparencies are my own special obsession, and this month, largely through trial and error, I have made progress in both this field and in others.

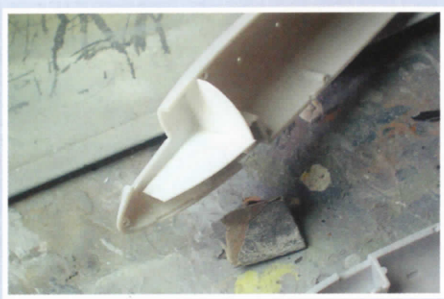
The second kit finished is a F/A-18D, which I will save for a rainy day. The real work this month has gone into Minicraft's E-8C JSTARS.

The E-8 is a US command and control aircraft based on the Boeing 707 airframe. It tracks ground vehicles and relays a tactical picture of the theatre to local command centres. The acronym comes from 'Joint Surveillance Target Attack Radar System', and the aircraft is one of those big grey ubiquitous airliner types one sees lined up at airshows, but never really pay attention to because of all the fast shiny jets there are to look at first. Together with the E-3 Sentry – the much more familiar AWACS – it is an integral part of battlefield control and is as vital a part of modern operations as the fighters and ground attack types it flies alongside.

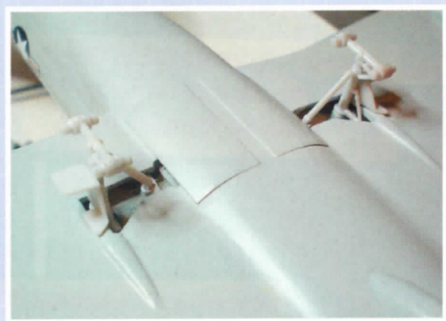
Minicraft's kit is one of a trio of USAF 707 variants that includes the E-3 Sentry and the C-18A transport. It was a very welcome release when it arrived, offering at last an opportunity to model the various military versions of the venerable airliner. Minicraft also kit the E-3 and the C-18, while the basic parts from this kit also offer the potential for a conversion to the E-6 Mercury. But that's a story for another day.

I was drawn initially to the type by its very anonymity, and it was only as the build progressed that it became apparent how important a feature the JSTARS is for any contemporary USAF collection. The kit offers decals for two options – an E-8A and an E-8C, and there are differences, so do consult references before you commit. I didn't, and ended up having to add the APU intake and exhaust after I had painted and decaled, which was not ideal, and as little information is given in the instructions, the modeller will need to be on his or her toes.

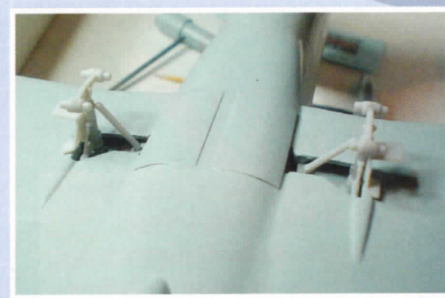
I started the project by scratchbuilding a cockpit, building up detail on a basic floor and rear bulkhead – just enough to add a bit of colour and interest



Scratchbuilding a basic cabin from scrap card. Often regarded as unnecessary in 1/144, but you can see almost as much in here as on a 1/72 B-17



The main gear doors 'solution'. Better than my rescribing attempts...



The main gear assembly went together nicely, and is pretty sturdy. They can be made up as separate units, doors included, and fitted after painting

E-8 JSTARS

TECHNICAL DATA	
Scale: 1/144	
Kit No: 14613	
Price: £24.99 US$42.99	
Decal Options: 2	
Panel Lines: Recessed	Type: Injection Moulded Plastic
Manufacturer: Minicraft	UK Importer: Creative Models
www.minicraftmodels.com	

through the cabin windows. You can't see much, it's true, but an enormous gaping void will be noticeable by the absence of features.

Once satisfied with the level of detail, the fuselage halves were joined. Useful tips from PrAMs (Proper Airliner Modellers) of my acquaintance have now become de rigueur on this workbench, and I always add a thin card shim round the inside of the entire fuselage to avoid that dreadful recurring joint line syndrome. Plenty of noseweight and lots of Revell Contacta glue were employed to get a good bond, and fuselage and wings were all set aside to solidify while I turned my attention to the engines.

The engines build up OK, but will need work around the lips to remove the prominent join of the two halves. This process was ongoing while I set about the major task of getting the transparency in place.

Minicraft give you a nice clear piece that includes cabin roof and windows. My preferred method of fitting these involves a degree of brute force in the first instance, but seems to come good in the end. Firstly, the cabin interior is sealed from the rest of the fuselage – we don't want debris from later stages of the build getting into the cabin and sticking to the inside of the windows. This done to my satisfaction the canopy can be superglued solidly in place, having been soaked in Klear/Future previously and left to dry. Make sure it's an airtight fit – fill any gaps with superglue, and blow out the cabin with an airbrush first to remove any traces of dust or detritus.

With the transparency solidly glued in place, we can now fair it in. I use Humbrol filler and spread it all over the entire transparency.

Note the wing tip aerials – several times removed during the finishing stage!

The aircraft painted and decaled, with the masks still on the windows – waiting for that 'moment of truth'

There are two ways to mask the windows with this type of kit. Firstly, you can cut the tape in situ on the transparency. This will inevitably leave some tiny nicks on the windows from the scalpel blade, so my preferred approach now is to remove the masking once cut, and put it safely to one side on a clean piece of plastic card. The transparency is then sanded and polished until it is completely smooth, and all traces of window framing – along with any accidental scalpel nicks – are gone. In the case of the JSTARS, this was done after the part had been faired into the airframe, as I was using the windscreen decal as a template for cutting the masks.

This method is even simpler. Cut the windscreen decal from the kit sheet and tape it with clear sellotape to a ceramic tile. Tamiya tape can be laid on top of this, and you will be able to see the black window decal through it, and cut out the required shape. This will leave you with a complete set of window masks. They won't fit the windows on the kit part very well, but sanding off the framing resolves this problem. By the time you have polished it all smooth and clear and added your masks, you are well on the way to the kind of flush glazing that is often not achieved in larger scales – your window framing will basically consist solely of paint, and the finished result adds a sharpness to the model that is very noticeable.

By this time, the airframe has been sanded and filled to the extent that we are ready to paint. The only area of controversy is the main gear doors – which should be closed when the aircraft is on the ground, but the fit is poor. I ended up filling and sanding the whole thing smooth, intending to rescribe them, but this didn't go well. In the end I glued on pieces of thin card and sanded them back as smooth as possible. They are not flush, as the real doors should be, but look better than either my scribing or the original ill-fitting parts, and in the end I was happy with the effect.

The anti-glare panel has been airbrushed on, and is now ready for final detailing

The APU exhaust is visible here, at the starboard wing root. Decals have been used for the small windows along the side. Not my first choice, but cutting identical tiny square apertures in thick plastic would probably have taxed this modeller's skills a little too far

Painting was a breeze – grey, all over, although I masked up some panels and control surfaces and used a lighter shade for added interest. It was at this point that I turned to the decals and realised the omission of the APU.

The Auxiliary Power Unit. The earlier E-8A doesn't have it. The E-8C does. I was set on modelling the Georgia ANG machine – as those National Guard tail flashes really speak to me! The later E-8C also has a vastly more complex aerial fit.

All the antenna are scratchbuilt, and are based on photographs of the actual aircraft modelled, as the fit seems to vary – as does the configuration of windows in the fuselage

The APU intake can be seen at the wingroot

The accuracy of the nose profile has been commented upon. This modeller will be content as long as all his 707 variants are the same shape

Minicraft's recent E-3 release with a colourful markings scheme

The 751st Electronic Systems Group's E-8C test aircraft performs flight testing with JT8D-219 engines during a deployment to Edwards Air Force Base

Some soul-searching ensued, but in the end, with Georgia on my mind, I bit the bullet and went for the E-8C. Parts were fabricated for the APU, based on Internet pictures, and while I can't guarantee it is 100% true to life, it fulfils the requirement for a metallic blemish at each wingroot, and works for me.

So, decals on, then engines and undercarriage – the Minicraft undercarriage was a real delight to work with, and painted and assembled beautifully. I thinned the gear doors down as much as I could, and also substituted the wing walk lines and the red warning stripes from the engines for something thinner. All part of the 'finessing' of things for the smaller scale.

Final details included windscreen wipers – black wisps of stretched sprue held in place with Klear – and that aerial fit, which was an experience to say the least. No two JSTARS aircraft seem quite the same, but as I was able to find a couple of good photos of my particular machine online, I simply copied them as best as I could. I have no idea what they actually do, and I am sure the accuracy is tenuous, both in shape and position, but the overall effect is there, and it really ended up looking the part.

The final additions were PVA blobs, painted clear red, for position lights in three places. There should be prominent landing lights in the wing roots, but by the time I came to realise this the wings had been assembled, and I decided it was a bridge too far.

So the JSTARs was finished. I am immensely pleased with the result, and already have an E-3 under way to accompany it – which will benefit from all the mistakes made and lessons learned. I also have an eye on Contrails' E-6 Mercury conversion, for the US Navy's version, and the three together will make for a nice line-up in anticipation of Revell's brand new F-15 when it arrives this autumn.

Minicraft's new ANG C-130 is due on the bench soon too, and I live in the hope that by the time all the heavy metal has been built, there will be a glimmer on the horizon of that all-new F-16 we 1/144 modellers have been waiting for, so long.

Until then, it's four engines good...

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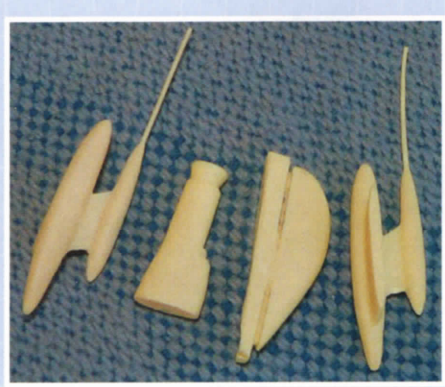
Minicraft's regular E-3 boxing is soon on the workbench



Contrails' E-6 conversion – also high on our agenda...

The E-6 Mercury is the US Navy's command and control platform, and will make an excellent partner to the E-8 and the E-3 (Alan Radecki)

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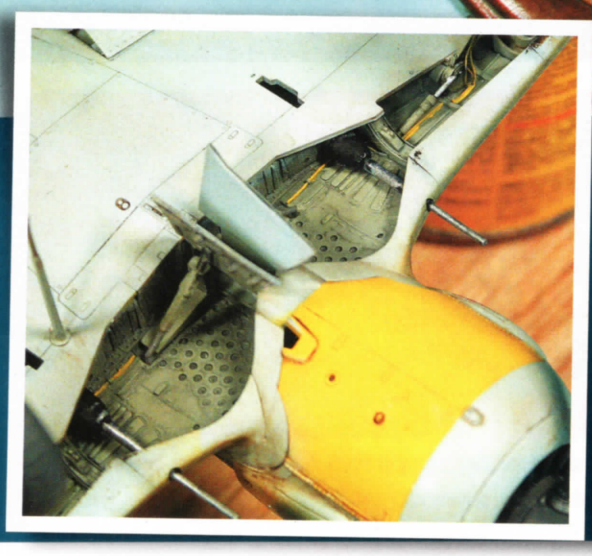
This month Airwars presents a feature on the opening stages of Operation Barbarossa, by Dr. Alfred Price, describing operations against Soviet airfields in a pre-emptive strike by the Luftwaffe.



LANG'S BUTCHER

A Grünherz Fw 190 on the Eastern Front

BY BUD HIGHLEYMAN
Aerospace Media Services

Besides developing a reputation as the scourge of the air over the target-rich Eastern Front, JG 54 Grünherz were also famous for their unusual camouflage schemes, designed in large part to cope with the changing weather and geographical conditions in their sprawling theatre of operations. It was this challenge that brought me to this 1/32 Fw 190A-5 'Black 7'. It was the mount of Hauptman Emil Lang, credited with 173 victories before his death in 1944.

The project was very straightforward with few modifications, such as adding a coloured nylon filament antenna and a few aftermarket sets. The whole reason for this build was to try my hand at the finish on this truly unique-looking Fw 190. The model I selected for this was Hasegawa's fine old 1/32 Fw 190A-5 kit.

The build itself was a pure joy, with the kit fitting almost perfectly overall. The finish was done almost exclusively using Testor's Model Master Enamels. I enjoy using Model Master enamels immensely and have come to know their working properties quite well. It was also an experiment for me. I set out to finish it with the bare minimum of decals, using Montex masks for the overall markings. For the camouflage colours themselves, I blew up the profiles from the instruction sheets to 1/32 on my printer, cut out each colour patch, and placed them down using Blu-Tack. This held them off the surface, giving the perfect soft demarcation between colours.

The camouflage consisted of creating and airbrushing various shades RLM 79 mixed with white, RLM 71 mixed with sand, and RLM 70 with yellow. The yellow ID markings on the wingtips and under the nose were masked and sprayed with RLM 4 Gelb (yellow).

The underside was done in various shades of RLM 76 mixed with a touch of true blue or white in places, all thinned very well. Each variation was spot applied using an airbrush, in thin coats and with a slow build-up. Once complete an extremely thin coat of the base colour was sprayed overall. I did use a pin wash of artist oils to dirty up the bottom panels a bit. For this I used a mixture of Payne's grey/French blue/white which was later wiped off with an old cotton T-shirt and cotton swabs. I also used a mixture of black and burnt umber for the ailerons and wiped them down as above.

I used the masks themselves to paint on all markings save the small stencilling and wing walk lines. The Grünherz marking itself, as on the original airplane, was airbrushed freehand in light green, RLM 83, so that it would blend in with the camouflage scheme. I replicated this myself with my airbrush. I did not pre- or post-shade panel

lines, instead relying upon the colour variations to do the job.

After the main painting job, I used masks from the set for the canopy and windscreen. To make the antenna as accurate as possible, I created a tension spring from wire, then added the nylon antenna filament, and created the insulators with discreet drops of CA glue painted white.

Overall, this was one of my most satisfying builds, and I was rather proud of the finished product.

Paints used:

Enamels: Testors' Model Master

Semi-gloss black #2740 - Wheel hubs

RLM 02 #2071 - Gear wells and other areas where requires

RLM 66 #2079 - Cockpit interior and tires

RLM 70 # 2080 - Camouflage, prop and nose cone

RLM 71# 2081 - Camouflage

RLM 79 #2088 - Camouflage

RLM 76 #2087 - Underside

RLM 04 #2072 - ID bands on wings and nose, wheel well and cockpit wiring

RLM 83 #2092 - Green heart insignia

Flat Black FS 37036 #1749 - National insignia and Numbers

Flat White FS 37875 #1768 - outlines for national insignia and numbers

Aluminium #1781

Steel #1780

Chrome Silver FS 17178 #1790

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Colour	ModelMaster Enamels	ModelMaster Acryl	Polly Scale
German RLM 02 Gray-Green	2071 Grau RLM 02	4770 Grau RLM 02	F505075 RLM 02 Gray
German RLM 04 Yellow	2072 Gelb RLM 04	4771 Gelb RLM 04	F505017 Yellow (RLM 04 Yellow)
German RLM 22 Black	1749 FS37038 Black	4768 FS37038 Black	F505214 Night Black (RLM 22)
German RLM 23 Red	2073 Rot RLM 23	4772 Rot RLM 23	F505020 Red (RLM 23 Red)
German RLM 24 Blue	2074 Dunkelblau RLM 24	4773 Dunkelblau RLM 24	F505023 Dark Blue (RLM 24 Blue)
German RLM 25 Green	1224 Green (~)	4669 Green (~)	F505026 Green (RLM 25 Green)
German RLM 65 Light Blue	2078 Hellblau RLM 65	4778 Hellblau RLM 65	F505051 RLM 65 Light Blue
German RLM 66 Dark Gray	2079 Schwarzgrau RLM 66	4779 Schwarzgrau RLM 66	F505014 Scale Black (RLM 66)
German RLM 70 Black-Green	2080 Schwarzgrün RLM 70	4780 Schwarzgrün RLM 70	F505055 RLM 70 Black Green
German RLM 71 Dark Green	2081 Dunkelgrün RLM 71	4781 Dunkelgrün RLM 71	F505056 RLM 71 Dark Green
German RLM 74 Gray-Green	2084 Graugrün RLM 74	4784 Graugrün RLM 74	F505059 RLM 74 Dark Gray
German RLM 75 Gray Violet	2085 Grauviolett RLM 75	4785 Grauviolett RLM 75	F505060 RLM 75 Gray Violet
German RLM 76 Light Gray	2086 Lichtblau RLM 76	4786 Lichtblau RLM 76	F505061 RLM 76 Light Gray
German RLM 78 Light Blue	2087 Hellblau RLM 78	4788 Hellblau RLM 78	F505318 RLM 78 Light Blue
German RLM 79 Sand Yellow	2088 Sandgelb RLM 79	4789 Sandgelb RLM 79	F505320 RLM 79 Sand Yellow
German RLM 80 Olive Green	2089 Olivgrün RLM 80	4790 Olivgrün RLM 80	F505322 RLM 80 Olive Green
Soviet A-14 Primer Gray	2057 RAF Ocean Grey	4614 German Uniform Feldgrau	F505298 German Uniform Gray
Soviet A-21M Light Brown	2024 US Army Helo Drab	4724 Marine Corps Green	F414284 Pullman Green
Soviet A-24M Green	1713 Medium Green	4734 Medium Green	F505390 US TAC Mid-Green
Soviet A32M Dark Gray	2034 Engine Gray	4749 Engine Gray	F414137 Grimy Black
Soviet AEU-9 Gray (light)	1732 Light Gray	4765 Light Gray	F505274 IJA Light Gray
Soviet All Blue (mid)	2126 Russian Topside Blue (worn)		F505226 USSR Underside Blue (fresh)
Soviet All Brown	2090 Braunviolett RLM 81	4791 Braunviolett RLM 81	F505070 RLM 81 Brown Violet
Soviet All Brown (variation)	2096 Panzer Schokoladenbraun 1943 (RAL 8017)	4797 Schokoladenbraun RAL 8017	F505276 IJA Brown
Soviet All Dark Green	1764 Euro I Dark Green	4729 Euro I Dark Green	F414374 Southern Sylvan Green
Soviet All Green (light, new)	2029 FS34258 Green	4736 Interior Green + white (5:1)	F505368 Warpac Gray Green
Soviet All Green (mid, worn)	1734 Green Zinc Chromate	4852 Green Zinc Chromate	F505096 US Int. Green A/N611
Soviet All Sand Brown (ochre)	1184 Flat Zinc Chromate		F505312 RLM 69 Light Tan
Soviet ALG-5 Primer (blue)	1722 Duck Egg Blue	4748 Duck Egg Blue	F505306 RLM 64 Light Blue (~)
Soviet Aluminum	1781 Aluminum	4677 Aluminum	F414299 Aluminum
Soviet AMT-1 (dark gray)	1740 Dark Gull Gray	4755 Dark Gull Gray	F505378 US Gull Gray Dk
Soviet AMT-1 (dark gray) (variant)	2071 Grau RLM 02	4850 RAF Interior Green	F505110 Panzer Dark Gray
Soviet AMT-1 (light gray)	1726 Light Sea Gray	4759 Light Sea Gray	F404073 M.O.W. Gray
Soviet AMT-11 Gray Blue	2105 French Dark Blue Gray	4761 Dark Ghost Gray (~)	F505242 French Light Blue Grey
Soviet AMT-12 Dark Gray	2101 Anthracitgrau (RAL 7016) (~)	4752 Gunship Gray (~)	F414272 Dark Green
Soviet AMT-4 Green	2092 Grün RLM 83	4793 Grün RLM 83	F404076 Coach Green
Soviet AMT-4 Green	1715 Interior Green (fresh)	4807 Russian Armor Green (fresh)	F505072 RLM 83 Green
Soviet AMT-7 Blue (light)	1108 Blue + 2720 White (1:1)	1324 Blue + 4696 White (1:1)	F505248 K3/195 Sky Blue
Soviet Army 4BO (green, new)	1716 Pale Green	4739 Pale Green	F404088 Signal Green + white (4:1)
Soviet Army 4BO (green, old)	1764 Euro I Dark Green (~)	4729 Euro I Dark Green (~)	F505354 NATO Tricolor Green
Soviet Factory No.1 Green (dark)	1171 Green	4669 Green + Dark Blue (4:1)	F414188 CNW Green
Soviet IMUP (blue)	2130 Flanker Pale Blue	4748 Duck Egg Blue (~)	F505306 RLM 64 Light Blue
Soviet Tractor Green (light)	28118 Green-Go + white (10:1)	4669 Green + white (3:1)	F414209 BN Green + white (5:1)
Soviet Wood Aerolak (blue gray)	2132 Flanker Blue/Gray	4744 Intermediate Blue + white (5:1)	F505268 RAF PRU Blue

TITLE: Testors® Paints — Early Barbarossa Colors

Books & Media

Jetliner Collection No. 2

This is another high quality collection of images from the Aero Research archive, and an excellent follow-up to Jetliners Part 1. A colourful and evocative selection of jets, including many now classic subjects, will entertain and inspire the modeller, and if you have never contemplated civil aviation before, then have a browse through this lot. It could well change your mind. Includes over 150 images.

Highly recommended. This disc can be obtained via the website, priced US$12.95 plus postage.

CD-ROM
Aero Research CD-ROM
Cat. No. 2007
www.aeroresearchCDs.com

Ilyushin Il-2 Shturmovik

The single seater

If anyone has seen the original PDF release of this book, they will know how well it was researched and presented. This newer version is generally the same as the PDF, but with a better presentation format and additional photos.

The CD book is broken down into five parts, starting with a short introduction of the venerable airframe. Following that is the developmental and production history, which includes photos, drawings and other illustrations to help the modeller in identifying particular types. Also included is a paint chart that attempts to match various model paints to the AMT colour system - taking the guesswork out of it.

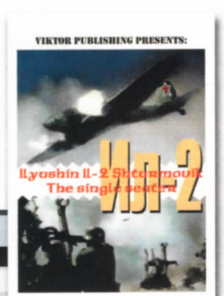
Next is a photo section that shows thirty different airframes and has modeller's notes associated with each one presented, and this is followed by a series of beautifully drawn three-view colour profiles based on the photographs in the previous section.

The last chapter is the modeller's section, describing the pros and cons of various kits and giving hints on what to do to make a particular production version.

When ordering this CD e-book, you have a choice of ordering a version that includes a decal sheet covering sixteen aircraft in either 1/72, 1/48, or 1/32.

I would highly recommend this e-book to anyone who intends to model the Il-2 single seater and is looking for a short and concise history with clear details of the various production types. Available through the website

Bud Highleyman



CD/E-BOOK
Publisher: Viktor Publishing
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http://viktorsmodelcatalogue.blogspot.com.

Naval Aces of World War 1

This is a nice concise volume for those fans of British Naval Aviation for whom Ray Sturtivant's learned work on the matter is a little too learned. Here we find all the highlights of the subject collated with some beautiful colour artwork, and a mass of photographs and detail on the surprisingly large RNAS.

Largely overshadowed by the actions of the RFC, many browsers would be amazed at the scope offered by the subject, and the wide variety of aircraft employed.

No surprises as far as the layout and design of the book is concerned. This is basically another very fine book from Osprey, dealing with a subject far too often overlooked, and of immense value in the current modelling climate, where WWI is no longer a forgotten matter. Recommended.

GH

BOOK
Author: Jon Guttman
Publisher: Osprey
ISBN: 978 18490 834 54
Format: Softback, 96pp
www.ospreypublishing.com

Graphic War

The Secret Aviation Drawings and Illustrations of World War II

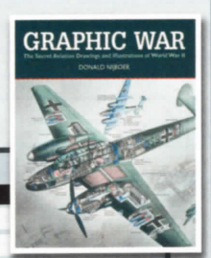
This is a new paperback edition of a book previously available only in hardback, and readers will be delighted with the new asking price, as it's an attractive and interesting collection, and one that many would be happy to have on their shelves.

Basically, the book brings together a mass of original wartime illustrations, documents, posters, graphics and artwork covering a wide range of aviation-related subjects, including some cutaway drawings of German aircraft that are probably highly speculative.

The overall appearance is governed by the 1940s artwork style, very evocative, and redolent of Wills Cigarette cards and tube train posters, while at the same time frequently conveying an immediacy that reminds us of the dangerous times under which they were commissioned.

A welcome release, and well worth a look, this copy was passed for review by Chris Lloyd Sales and Marketing, and is distributed by Orca Book Services.

Jack Trent



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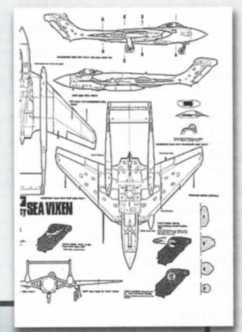

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Gloster Grebe and Gamecock

This is one of those books I could have done with a couple of years back when I built my Montex 1/32 Gamecock, as at the time I really struggled to find decent references. This superb book solves that problem. The first half looks at the Grebe and its immediate predecessor the Grouse, a rather attractive little biplane in its postulated scheme of red and white. The main sections of the book look at the Grebe and Gamecock with histories, detail drawings from the manual and scale plans to 1/48, as well as lots of very good period photos. The narrative continues with a look at the derivatives, the Gorcock, Goldfinch, Guan, Gambit and Nakajima A1N.

The next section is a short biography of designer Henry Folland and some of Gloster's test pilots, and this is followed by my personal favourite, the walkaround section, offering colour photos of the replica nearing completion at The Jet Age Museum workshops.

The book concludes with thirty-six pages of colour profiles by the late Krzysztof W. Wolowski. Highly recommended to modellers, and to those interested in this wonderful period of silver wings alike.

Tim Upson-Smith

BOOK
Author: Tim Kershaw
Publisher: Mushroom Model Publications
ISBN: 978 83614 211 77
Format: Softback, 208pp
www.mmpbooks.biz

Flying Saucer Technology

This attractive and well-presented book is definitely one for those with a serious interest in the history of flight, and the technology and engineering involved. That said, if prototypes and What Ifs are your thing there is something to inspire everyone.

Don't be put off by the title. This book is not about UFOs – it is a serious study of flying disc designs, from the earliest attempts to aircraft like the Flying Flapjack – well-covered by kits and familiar to most readers.

Plenty of interest, and quite a few surprises. Broaden your horizons!

Barry Brine

BOOK
Author: Bill Rose
Publisher: Ian Allan
ISBN: 978 18578 032 35
Format: Hardback, 160pp
www.ianallanpublishing.com

Polish Air Force 1939

Through German Eyes Vol.2

Those readers who also dabble in armour may be familiar with the *Panzerwrecks* series – one of the must-haves for the military modellers' libraries. Basically this takes a selection of wrecked vehicles, and adds in-depth captions examining areas laid bare and frequently telling far more for the modeller than a regular photograph of an undamaged vehicle.

Just so with this volume, where a fascinating array of aircraft are shown as the invading German armies found them in the autumn of 1939 – largely in pieces, or badly damaged.

But it's not just this aspect of the photography that is useful. Many of these types are poorly documented altogether, and this collection offers information on aircraft, colours and markings, that simply isn't readily available elsewhere

This second volume also contains an index to aircraft covered in both volumes, and is an essential addition to any library on WW2 aviation

GH

BOOK
Author: Andrzej Glass & Tomasz J. Kopanski
Publisher: Mushroom Models Publications
ISBN: 978 83614 213 37
Format: Softback, 264pp
www.mmpbooks.biz

Windsock Datafile 147

FE2b at War

This all-new look at the FE2b follows the format we have grown to love from this source, with over sixty superbly reproduced archive pictures, several showing some interesting variations in the shape of the forward nacelle - how many Wingnut Wings kits will feature these modified noses?

The centre pages are taken up with the usual highly detailed scale drawings, which in deference to the number of 1/32 kits coming on the market now have 1/32 details as well as the more usual 1/48 and 1/72 drawings. The Datafile is rounded off with Ronny Bar's wonderful full colour profiles. Wholeheartedly recommended if the subject appeals.

Also available is the latest issue of Windsock Worldwide (Vol. 27, No. 3), including an article on the latest restoration from Skysport Engineering in the form of an Avro 504, which is soon to be airworthy. For those who like their scale models to fly there is a look at the work of the Great War Flying Display Team, whose models in the flying shots could be mistaken for the real thing!

Those who like historical articles are not forgotten with a look at Halberstadts in Russia, Lance Krieg carries on his modelling master class, which with all the above and the usual reviews makes this the journal to read for those interested in WW1 modelling.

Tim Upson-Smith

BOOK
Author: Paul R Hare
Publisher: Albatros Productions
ISBN: 978 19067 981 54
Format: Softback, 40pp
www.windsockdatafilespecials.co.uk

Cross and Cockade International

Vol 42/2

Now in its 42nd year, *Cross and Cockade* is a quarterly publication produced by the First World War Aviation Historical society focusing on all aspects of flight during the Great War. In this particular Issue we are treated to a continuation of Paul Hare's occasional series on early Farnborough aircraft, this time covering the RE.1 and RE.2. There is also part two of an article on 14 Squadron, while the continuation of the publication of sheets from the Atlas of German and Foreign Seaplanes covers the later Hansa Brandenburg W-type seaplanes from the W23 to the W33.

As with earlier articles on the Atlas the period plans are augmented with good quality photographs of each type making the series an ideal reference for modellers. Add to this an article on J.H.T Letts and the continuing look at UK flying sites and you end up with a well rounded issue with plenty of variety. Resident profile artist, Arvo Vercamer, has been busy with no less four sheets of beautiful colour profiles ranging from Bristol monoplanes to BE2s. As ever the print quality is second to none making Cross and Cockade superb value for both aviation enthusiasts and modellers.

Dave Hooper

BOOK
www.crossandcockade.com

Flying Sailors at War

Volume 1, September 1939 – June 1940

This is the first volume in a series setting out to tell the complete story of Fleet Air Arm aircrew throughout WW2. Sources vary from the official to the anecdotal, but the end result is a highly readable account of some of the most understated flying operations of the wartime period.

Fleet Air Arm pilots scored the first Allied kill of the war, sank the first ship ever by means of a dive bombing attack, and pioneered all manner of tactics and doctrine that have since become set in stone.

This is a narrative volume. Few pictures are included, and it is a reader's book rather than a browser or a reference, although few will be able to read it without becoming inspired to model some of the subjects covered. This could be the book that gets the Editor building Skuas again...

If you thought WW2 started in France and ended with the Battle of Britain, read this book. The exploits of the FAA in Norway, over the North and South Atlantic, and over the North Sea from chilly bases in the Orkneys makes for a riveting read. And this is only volume 1!

Jack Trent

BOOK
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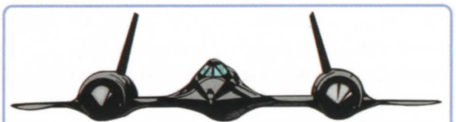

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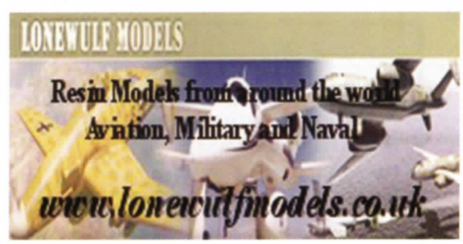

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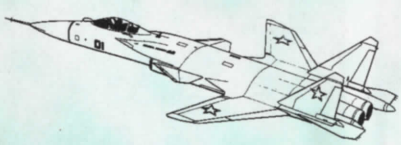

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1973-2000 The Story of MATCHBOX KITS

BY GARY HATCHER

With the resurgence of Airfix as a brand in the marketplace, there has been a flurry of interest in 'Classic' kits – as we have discovered from the feedback received from our readership. Recent books on Airfix have proliferated, and it is good to see one of the almost forgotten stars of the 1970s modelling scene now coming to the fore. Matchbox, for many of us at the time, was an 'also ran', but a closer look at the range reveals some truly unique subjects, and despite the sometimes crude tooling, they really were as influential in their way as FROG, with a great many kits of subjects that might be regarded as considerably less than mainstream.

This superb book tells the story of the expansion of Matchbox from the original Lesney company (Messrs. Leslie and Rodney Smith founded and named the firm) and its diecast cars, to the company that kitted a sprawling catalogue that is still very much with us today.

A real classic! Buy it, read it, and enjoy it!

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MATCHBOX KITS

TECHNICAL DATA
Publisher: Histoire & Collections
Author: Jean-Christophe Carbonal
Format: Softcover, 240 x 200 mm, 84pp,
ISBN: 978-2-352501-88-6
Price: £14.99
Distributed by Casemate Publishing
www.casematepublishing.co.uk

Next Month

Scale AVIATION Modeller International

Next month in Scale Aviation Modeller International we present part three in our Airkraft how-to guide, along with our usual selection of kits, news, previews and features covering a broad range of subjects and scales:

Modellers Profile
The Blackburn Skua and Roc

Circuits and Bumps
MiG-29 in 1/72

Seeplane
Italeri'a Ar 196 in 1/48

Little MiG Time
Revell's 1/72 Fishbed goes to China

V for Valiant
Ted Taylor builds the new Airfix tooling

Swinging a Cat
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All this and more, with the most comprehensive coverage of the hobby around

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Focke-Wulf Ta152H-1

1/32 Ta152H-1

11.27 ON SALE AT LAST!

Pre-Orders Currently IN PRIORITY SHIPPING!! Please wait just a little while longer.

The last blade of Luftwaffe that cut the blue skies of Europe Now Clearly Revealed in Its Entirety!

Focke-Wulf Ta152H-1

Price: **9,975yen** Order via Volks Japan (in Japanese Yen)
$95.00 Order via Volks USA (in US Dollars)

MODEL: **Injection Plastic Model Kit, molded parts in 4 colors including clear**
PARTS: **182 parts** (estimated)
SIZE: **Length : 338mm Height : 133mm Width : 452mm**
(NOTE: Glue is required for assembly. The picture is a sample. Actual product may vary.)

Noteworthy related item: Vallejo "Ta152H-1 Color Set": 2940yen
Set includes 8 model colors and 1 special brush cleaner.

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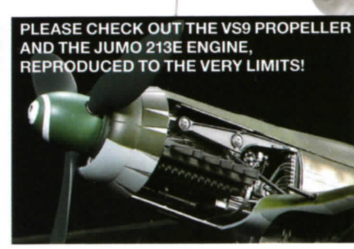
The story of these legendary fighters and you written in 1/32 scale

ATTENTION TO THE FLIGHT CONTROLS AROUND THE COCKPIT!

The well-organized cockpit distinctive to German aircraft has been fully and accurately brought to life! Vividly expressed mechanics give you a vibrant impression of the pilot's movements as he operates the rods linked to the ladder pedals!

THE MG151/20MM HAS ALSO BEEN RECREATED!

The MG151, which was widely equipped as the representative German gun, has been precisely reproduced all the way down to the magazines in the main wings! Design detail characteristic of Zoukei-mura SWS even allows you to directly see how they are installed on the main spars!



PLEASE CHECK OUT THE VS9 PROPELLER AND THE JUMO 213E ENGINE, REPRODUCED TO THE VERY LIMITS!

"The ultimate reciprocating-engine fighter plane," comprehensively researched and designed with the Zoukei-mura touch! Thorough explanations on how each part works, from what kind of mechanism transmits power from the engine to the propeller, to how the cooling system works! Designed just like the real airplane, so that building the kit will help you understand how the construction enables the plane to fly!

DON'T MISS THE DETAILS OF THE REPRODUCTION OF THE INTERNAL STRUCTURE!

How was the engine suspended? How was the cockpit configured? With knowledge obtained from thorough research, the internal structure fully reflects its construction as an aircraft; this is the true value of the Zoukei-mura SWS!

THIS IS WHAT I WANTED! THE DEBUT OF THE SUPPORTING CAST SURROUNDING THE TA152H-1 WORLD!

Push Crew Set

- **On Sale: Late November** (approx)
- **Price: Undecided**
- **Resin Cast Set**
- **Includes: Maintenance Crew x 6**
  (Guidance Crewman, Push Crewmen x 4, Steering Crewman)

It's a scene often observed at German air force bases, and the Zoukei-mura sculptors have put their soul into recreating it with figures!
This will truly deepen the world view surrounding your aircraft!

Ammunition Loading Crew Set

- **On Sale: Late November** (approx)
- **Price: Undecided**
- **Resin Cast Set**
- **Includes: Maintenance Crew x 2**
  (Ammunition Loading Crewman, Loading Assistant Crewman)

The ammunition loading crew, loading shells into the 30mm motor cannons capable of penetrating right through an engine; this scene, too, has been recreated in full! He bends under the weight of the 30mm ammunition belt on his shoulder as if it is every bit as heavy as the fate of his country.

Craft Assistant Crew Set

- **On Sale: Late November** (approx)
- **Price: Undecided**
- **Resin Cast Set**
- **Includes: Pilot x 1,**
  Maintenance Crew x 1
  (Pilot putting on seat belt, Crewman assisting with seat belt)

In the final preparations prior to a mission, the maintenance crew assist in securing the pilot into the narrow cockpit to the point that he can barely move, all the while praying for his safe return. This scene has been splendidly reproduced, overflowing with presence and somehow heart-warming too!

Noteworthy SWS Related Products!

1/32 **Sd.Kfz.2Kettenkrad**

Extra parts for the Kettenkrad are currently under development!

11.27 ON SALE

Sd.Kfz.2 Kettenkrad
Price : **2,100yen** Order via Volks Japan (in Japanese Yen)
$22.00 Order via Volks USA (in US Dollars)
MODEL: **Plastic Model Kit**
PARTS: **Total Parts: 51**
(NOTE: Glue is required for assembly. The picture is a sample. Actual product may vary.)

Take Over Shinden!

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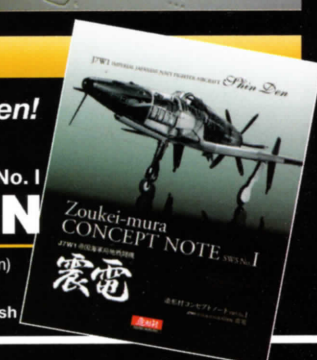

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VICTORIA CROSS

A50129 1:72 VICTORIA CROSS GIFT SET

In association with the Imperial War Museum, this special exclusive set celebrates the achievements of five airmen who were awarded the Victoria Cross whilst serving with the RAF in WWII.

Contents are the four aircraft flown during these missions, paints, adhesive and brushes, along with full details of these heroic actions.

James Brindley Nicholson
HAWKER HURRICANE

Awarded his VC after shooting down a Bf110 while on fire. He survived but was badly burnt.

Hughie Idwal Edwards
Bristol Blenheim

Awarded his VC for leading a bombing raid against the port of Bremen. He survived the war.

Donald Edward Garland & Sgt Thomas Gray
Fairey Battle

Awarded their VC in 1940 attacking bridges in Belgium.

John Hannah
Handley Page Hampden

Awarded his VC for gallantry in tackling a fire on his plane that was caused by anti-aircraft fire during the attack on Antwerp.

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